Freeman

GENEALOGY COLLECTION
DO NOT CIRCULATE

ANCESTOR CHART NO. F.A

Date _____
Name of compiler _____
Address _____
City _____ State _____
Person No. 1 on this chart is identical to person No. _____ on chart No. _____

b Date of birth
pb Place of birth
m Date of marriage
d Date of death
pd Place of death

1 **Marvin Lamar Freeman**
b 21 Jan 1909
pb Clara, Wayne Co., MS
m 26 Dec 1931
d 30 Jun 1990
pd Pascagoula, MS

2 **Norman Freeman** (Father of No. 1)
b 17 Aug 1879
pb Mississippi
m 11 Sept 1901
d 24 Feb 1956
pd Clara, Wayne Co., MS

3 **Clelia/Celia Elizabeth Louvenia Smith (Veni)** (Mother of No. 1)
b 10-3-1871
pb Avera, Greene Co., MS
d 2-21-1959
pd Clara, Wayne Co., MS

4 **Alexander Freeman** (Father of No. 2)
b 28 Feb 1857
pb Mississippi
m 1879
d 17 Dec 1916
pd

5 **Missouri Walley** (Mother of No. 2)
b 11-25-1859
pb Mississippi
d 7-26-1908
pd

6 **John Andrew Smith** (Father of No. 3)
b 1-13-1847
pb
m May 1870
d 5-15-1910
pd

7 **Spicey Kittrell/Kitterill** (Mother of No. 3)
b 7-16-185[illegible]
pb
d 11-9-1906
pd

8 **Thomas Freeman** (Father of No. 4)
b 1828/35
pb Mississippi
m 1854
d 5-12--1906
pd

9 **Elizabeth West** (Mother of No. 4)
b 12-17-1831
pb
d 11-14-1900
pd

10 **Willis Berry Walley** (Father of No. 5)
b 4/11 Dec 1831/32
pb Perry Co., MS
m 19 Jan 1854
d 20 Jan 1899
pd

11 **Elizabeth McLain** (Mother of No. 5)
b 1835/37
pb
d
pd

12 **John Smith** (Father of No. 6)
b 5-3-1823
pb
m 1842
d 4-15-1865
pd

13 **Rachel Dunnam** (Mother of No. 6)
b 1-13-1824
pb
d 4-7-1874
pd

14 **Reuben/Rubin Kittrell/Kitterill** (Father of No. 7)
b 1818
pb SC
m 1839
d
pd

15 **Mary McLain** (Mother of No. 7)
b 1822
pb GA
d
pd

16 **Cornelius Freeman** (Father of No. 8)
b. 1780 SC
Continued on chart F.B

17 **Elizabeth** (Mother of No. 8)
b. 1790 SC
Continued on chart F.C

18 (Father of No. 9)
Continued on chart F.D

19 (Mother of No. 9)
Continued on chart F.E

20 **Gouldsberry/Goldsberry Walley** (Father of No. 10)
b. 1787 SC
Continued on chart F.F

21 **Susannah Gardner** (Mother of No. 10)
b. 1792 SC
Continued on chart F.G

22 **Alexander McLain** (Father of No. 11)
b. 1804GA
m. 1830
Continued on chart F.H

23 **Matilda Norris** (Mother of No. 11)
b. 1807 ALA/GA
d. After 1905 Wayne Co., MS
Continued on chart F.I

24 **Clayton Smith** (Father of No. 12)
b. 11-5-1782, Marion Dist. SC
d. 10-21-1877 MS
Continued on chart F.J

25 **Frances B. Jones** (Mother of No. 12)
b. 1-1-1789 SC
d. 4-1-1865 MS
Continued on chart F.K

26 **Ebenezer Dunnam** (Father of No. 13)
b. 1-10-1776 SC
d. 6-18-1846 MS
Continued on chart F.L

27 **Elizabeth** (Mother of No. 13)
Continued on chart F.M

28 (Father of No. 14)
Continued on chart F.N

29 (Mother of No. 14)
Continued on chart F.O

30 (Father of No. 15)
Continued on chart F.P

31 (Mother of No. 15)
Continued on chart F.Q

Refer to name and number

Form 1

Freeman

Ancestor Chart

Name of Compiler BOBBIE JO PINSON
Address 409 SOUTH SECOND ST.
City, State GARLAND, TX. 75040
Date 20 OCT. 1985

Person No. 1 on this chart is the same person as No. ____ on chart No. ____

Chart No. ____

1 BOBBIE JO FREEMAN LANE PINSON
b. DELBERT WALLACE LANE
p.b. JIMMY LEE PINSON
m. DAVID EARL PINSON
d. TED EVERETT PINSON
p.d. WILLIAM LEE PINSON

2 ROBERT LILLY FREEMAN (Father of No. 1)
b. 28 MARCH 1875
p.b. EMORY, RAINS CO., TX.
m. 5 FEB. 1917
d. 13 DEC. 1954
p.d FT. WORTH, TARRANT CO, TX.

3 LIZZIE BOWLES (Mother of No. 1)
b. 5 OCT. 1892
p.b. JACKSON CO, FLA.
d. 14 JULY 1935
p.d. WICHITA FALLS

4 ANDREW JACKSON FREEMAN (Father of No. 2)
b. 22 IN 1850
p.b. CHARITON (LATER MACON) CO, MO.
m. c 1868 WOOD CO, TX.
d. c 1912-19
p.d RAINS CO, TX.

5 NANCY ANN RUSHING (Mother of No. 2)
b. 14 APRIL 1833
p.b. TENN.??
d. 27 DEC. 1901
p.d. RAINS CO, TX.

6 PLEASANT GREEN BOWLES (Father of No. 3)
b. 15 SEPT. 1863
p.b. JACKSON CO, FLA.
m. 11 NOV. 1883
d. 26 NOV. 1898
p.d RAIFORD, UNION CO, FLA.

7 ELLEN AYRES (Mother of No. 3)
b. 21 DEC 1855
p.b. CALHOUN CO, FLA.
d. 7 MAR. 1936
p.d. WICHITA FALLS, TX.

WILLIAM GRADY PINSON (Spouse of No. 1)
b. d.
p.b. p.d.

8 BURREL FREEMAN (Father of No. 4)
b. c 1780-85
p.b. N.C.-TENN.??
m. 8 MAR. 1808
d. c 1847-59
p.d LAMAR CO, TX.

9 NANCY WILLIAMS (Mother of No. 4)
b.
p.b.
d.
p.d TX.

10 MARK RUSHING (Father of No. 5)
b. 1809
p.b. STEWART CO, TENN.
m.
d. 25 MAY 1889
p.d RAINS CO, TX.

11 ELIZABETH (Mother of No. 5)
b. c 1810
p.b. KY.
d. 1896
p.d. RAINS CO, TX.

12 JOHN C. BOWLES (Father of No. 6)
b.
p.b. GA.
m. 6 APRIL 1854
d.
p.d

13 LEONA DELPHIA MERCER (Mother of No. 6)
b. 26 DEC. 1836
p.b. LEE CO, GA.
d. 7 MAR. 1906
p.d. MART, TX.

14 WILLIAM AYRES (Father of No. 7)
b. 1817
p.b. S.C.
m. c1840-1
d. 21 FEB. 1864 CW
p.d SAVANNAH, GA.

15 MARANDA/AMANDA (Mother of No. 7)
b. c1820
p.b.
d.

16 HOVELL FREEMAN (Father of No. 8, Cont. on chart No. ____)
b. 1760 VA.
m.
d. 4 MAY 1836 DICKSON, TENN.

17 ELIZABETH (Mother of No. 8, Cont. on chart No. ____)
b.
d.

18 (Father of No. 9, Cont. on chart No. ____)
b.
m.
d.

19 (Mother of No. 9, Cont. on chart No. ____)
b.
d.

20 WILLIAM RUSHING (Father of No. 10, Cont. on chart No. ____)
b. 1780 ANSON CO, N.C.
m.
d. 15 JULY 1853 OLD TISH, MS.

21 JANE NICHOLS (Mother of No. 10, Cont. on chart No. ____)
b. 1785 N.C.
d. 29 FEB. 1860 OLD TISH, MS., NOW ALCORN

22 (Father of No. 11, Cont. on chart No. ____)
b.
m.
d.

23 (Mother of No. 11, Cont. on chart No. ____)
b.
d.

24 (Father of No. 12, Cont. on chart No. ____)
b.
m.
d.

25 (Mother of No. 12, Cont. on chart No. ____)
b.
d.

26 SILAS MERCER/JESSE/THOMAS (Father of No. 13, Cont. on chart No. ____)
b. 1792 S.C.
m. 13 JAN. 1835
d. 1860-65

27 MARY ANN DAVIS/Pleasant Rachel (Mother of No. 13, Cont. on chart No. ____)
b. 1814 GA.
d. c 1882-85

28 L. AYRES FATHER SIGNED FOR (Father of No. 14, Cont. on chart No. ____)
b. SUNDRIES OF
m. (WM.'S CIVIL WAR RECORD)
d.

29 (Mother of No. 14, Cont. on chart No. ____)
b.
d.

30 (Father of No. 15, Cont. on chart No. ____)
b.
m.
d.

31 (Mother of No. 15, Cont. on chart No. ____)
b.
d.

PASCAGOULA LIBRARY
GENEALOGY COLLECTION
DO NOT CIRCU

PASCAGOULA LIBRARY
GENEALOGY COLLECTION
DO NOT CIRCULATE

Ancestor Chart

Person No. 1 on this chart is the same person as No.____ on chart No.____.

Chart No.____

Compiler Martha Hawkins
2415 Quince Dr. S.E.
Decatur, Ala. 35601
1-14-78

4 John Reese Freeman (Father of No. 2)
b. 23 Feb. 1858
p.b. Jasper Co., Miss.
m. 16 Mar. 1881
d. 8 Feb. 1918
p.d. Clarke Co., Miss.

2 John Thomas Freeman, M.D. (Father of No. 1)
b. 7 Jan. 1885
p.b. Clarke Co. Miss.
m. 20 Feb. 1915
d. 4 Aug. 1936
p.d. Dyer Co. Tenn.

5 Susie Ann McNeill (Mother of No. 2)
b. 3 April 1853
p.b. Jasper Co. Miss.
d. 20 May 1907
p.d. Clarke Co. Miss.

1 Martha Freeman Hawkins
b. Jan 1921
p.b. Dyer Co. Tenn.
m. Mar. 1945, 17 May 1956
d.
p.d.

8 James Angus Jones (Father of No. 3)
b. 25 July 1854
p.b. Wayne Co. Miss.
m. 9 Sept. 1875
d. 7 Aug 1931
p.d. Lauderdale Co. Miss.

3 Lola Jones (Mother of No. 1)
b. 6 Aug. 1896
p.b. Wayne Co. Miss.
d. 10 Feb. 1976
p.d. Dyer County, Tenn.

7 Amy Catherine McRae (Mother of No. 3)
b. 11 Aug. 1858
p.b. Wayne Co. Miss.
d.
p.d. Wayne Co. Miss.

Dale Hawkins, M. D. (Spouse of No. 1)
b. Nov. 1919
d.
p.d. Shelby Co. Tenn.

8 Wm. H. Freeman (Father of No. 4)
b. ca 1812
p.b. S. C.
m. 29 Dec. 1842
d.
p.d. Clarke Co., Miss.

9 Mildred Ann Thornton (Mother of No. 4)
b. ca 1825
p.b. Va.
d.
p.d. Jasper Co. Miss.

10 Malcolm McNeill (Father of No. 5)
b. 23 Jan. 1816
p.b. N. C.
m. ca 1847
d. 23 Feb. 1861
p.d. Clarke Co. Miss.

11 Louisa Hutto (Mother of No. 5)
b. ca 1823
p.b. Wayne Co. Miss.
d. 18 Dec. 1899
p.d. Clarke Co. Miss.

12 Nicholas Randal Jones (Father of No. 6)
b. 2 Oct. 1833
p.b. Marion Co. S. C.
m. ca 1853
d. 10 Mar. 1925
p.d. Wayne Co. Miss.

13 Elizabeth Fulton (Mother of No. 6)
b. 12 April 1836
p.b. Wayne Co. Miss.
d. 3 Sept. 1908
p.d. Wayne Co. Miss.

14 Colin McRae (Father of No. 7)
b. ca 1808
p.b. Anson Co. N. C.
m. ca 1850
d. ca 1886
p.d. Wayne Co. Miss.

15 Flora Ann Moody (Mother of No. 7)
b. ca 1826
p.b. Marion Co. S. C.
d. ca 1885
p.d. Wayne Co. Miss.

16 (Father of No. 8, Cont. on chart No.____)
b.
m.
d.

17 (Mother of No. 8, Cont. on chart No.____)
b.
d.

18 Charles Taliaferro Thornton (Father of No. 9, Cont. on chart No.____)
b. ca 1797 Va.
m.
d.

19 Lucy B. (Mother of No. 9, Cont. on chart No.____)
b. ca 1805 Va.
d.

20 Malcolm McNeill (Father of No. 10, Cont. on chart No.____)
b. N.C.
m.
d. ca 1845

21 Susannah McNeill (Mother of No. 10, Cont. on chart No.____)
b. ca 1785 N.C.
d.

22 Jacob Hutto (Father of No. 11, Cont. on chart No.____)
b. 1779-5
m. ca 1804
d.

23 Lydia (Mother of No. 11, Cont. on chart No.____)
b. ca1785
d.

24 Samuel Jones (Father of No. 12, Cont. on chart No.____)
b. 28 Aug. 1808
m. 23 Jan 1827
d. 3 April 1893

25 Margaret McDonald (Mother of No. 12, Cont. on chart No.____)
b. 16 Jan 1808 S. C.
d. 20 July 1888

26 Hiram Fulton (Father of No. 13, Cont. on chart No.____)
b. ca1811
d. ca1835

27 Ellen Frost (Mother of No. 13, Cont. on chart No.____)
b. ca 1817
d.

28 Daniel McRae (Father of No. 14, Cont. on chart No.____)
b.
m.
d.

29 Margaret McRae (Mother of No. 14, Cont. on chart No.____)
b.
d.

30 Robert Moody (Father of No. 15, Cont. on chart No.____)
b. S. C.
m. ca 1823
d.

31 Mary McCormick (Mother of No. 15, Cont. on chart No.____)
b. ca 1795
d.

	PARENTS	NAME	DATES BIRTH	DATES BAPTISM	Sponsors
	Gunnar Gunnufsen and Gerd Gunnufsen	Chris Gunnar Gunnufsen	January 13 1967	September 24, 1967	Mr Wm Allen Mrs Elsie Allen
	Wendell Gordon and Carolyn nee Brinkmann	Michael Paul Gordon	March 3 1967	June 25 1967	Mr Robert Roberts
	Artemus Williams and Sheila nee Schollian	John Lloyd Williams	May 9 1967	July 16 1967	Mr and Mrs John Schollian
	Charles Koski and Reba nee Savell	Charles Toivo Koski Jr.	August 8 1967	December 31 1967	Mr + Mrs Danny Overmon Proxy Mrs J. W. Koski
1968	Lionel Dale and Ruby, nee Chapman	Tommy Rene Dale	December 15 1967	January 21 1968	Joseph Dale Christine Dale
	Robert Harrell and Margaret nee Chapman	Thomas Wayne Harrell	September 28 1967	January 21 1968	William Wayne Harrell Proxy: Travis Chapman Ruby Chapman
	Carl Nulta and Judy nee Ford	Stephen Craig Nulta	August 11 1967	February 4 1968	Miss Camillo Ford Mr Donovan Ford Proxy: Mr Milton Ford
		Patricia Edre Wright			Mr + Mrs Vernon Steele
					Baptized as an Adult

	PARENTS	NAME	DATES BIRTH	DATES BAPTISM	SPONSERS
240	Robert Germon and	Karen Yannette Germon	December 6, 1962	March 10 1963	Mr + Mrs Thomas Austin
241	James Rudolph Davis and	Darlene Carol Davis	January 19 1963	March 17, 1963	Mr + Mrs R. E. Buckalew
242	James Freeman and Jeanette, nee Meese	Dina Anne Freeman	March 28 1963	April 28 1963	Jack De Forest Mrs Louise Eichord Miss Jane Meese
243	Sven Erik Engdorf and Betty, nee Larsen	Kathrine Ann Engdorf	April 23 1963	June 2, 1963	Mrs J. H. Powell Jr. Mr J. H. Powell Jr. Proxy: Mr Wm Allen
244	Ernest E. Glick and	Carolyn Suzette Glick	May 1, 1963	June 30 1963	Dr. and Mrs Herbert Glick
245	Milton Ford and Phyllis, nee Hughs	Constance Melissa Ford	August 3 1963	September 1, 1963	Katie Belle Steen Robert Able
246	Roudolph G. Swensen and Mamie Alice	Sven Tryggve Swensen	March 10, 1963	October 27, 1963	Mr and Mrs Gunnar Gunnufsen
247	Roudolph J. Swensen and Mamie Alice	Esther Marie Swensen	December 11 1960	October 27, 1963	Mr + Mrs Gunnar Gunnufsen

1965	PARENTS	NAME	DATES BIRTH	DATES BAPTISM	SPONSERS
256	James Freeman and Jeanette, nee Meese	Robby Lewis Freeman	November 13, 1964	January 19, 1965	Mr. & Mrs. G. Levy J. Mrs Betty Fesch
257	Wendell Lamar Gordon Sr. and Carolyn, nee Brinkman	Wendell Lamar Gordon, Jr.	March 8, 1965	April 25, 1965	Mrs Charles Fork Mr. Harry Brinkman
258	Olof Victor Streed and June, nee Nelson	Amanda Lea Streed	June 2, 1965	July 25, 1965	O Sven Streed Sharon Streed
1966	~~Karen Melissa~~ George Delius Jr. and Bonnie Delius	Karen Melissa Delius	February 23 1966	May 22 1966	Mr Douglas Jones Mrs Hazel Jones
	Walter Haarala and Phyllis, Haarala	Richard Arvid Haarala	May 24 1966	June 26 1966	Mrs F.E. Larson Mr Milton Ford
	Harry Kelly Jr and Joan Kelly	Kecia Kelly	July 29 1966	October 16 1966	Mrs Joan Erickson Mr Robert Polon Proxy: Mr Harry Kelly Sr.
	Lionel Dale Jr. and Ruby nee Chapman	Lionel Dale III	January 31 1966	October 9 1966	Mr Robert Harris Mrs Margaret Harris
1967	Robert Materna and Zelona, Materna	Laurie Rhea Materna	May 25 1966	April 2 1967	Mr + Mrs William L Schmidt. Proxy: Mrs Materna Mr. [illegible]

	Parents	Name	Dates Birth	Dates Baptism	Sponsors
29.	Hertz, Julius Trudel, Louise	Mrs. Louise Haustein (nee Hertz)	Aug. 18, 1870	Mar. 22, 1943	(Adult Baptism)
30.	Caine, Joseph H., Jr.	Fredrick Hilliard			
1944					
31.	Brinkman, Carl F. Laursen, Astrid M.	Linda Carolyn	July 14, 1943	Apr. 2, 1944	Mr. Chas. J. Mo[illegible] Mrs. Frederick [illegible] (Proxy by Chapman - Graf)
32.	Yonker, Milford L. Bowers, Alma Louise	Carol Ann	May 1, 1944	June 18, 1944	Mr. Victor Johns[illegible] Mrs. M. Castaneda
33.	Colle, Herman B. Taylor, Olga L.	Herman Bauchamp Jr.		June 8, 1944	Miss Katherine Colle Mr. Geo. J. Holister (Margaret R. Holister proxy for G. Holister)
34.	Chapman, Travis Freeman, Mina	Margaret Elsie	Mar. 2, 1944	June 25, 1944	Mr. Ernest Brann[illegible] Mrs. Wilma [illegible]
35.	Obermeyer, Charles Lyon, Kay	Jane Lyon	Oct. 8, 1944	Nov. 1944	Mr. M. L. Ho[illegible] Mrs. Obermeyer

	Parents	Name	Dates Birth	Dates Baptism	Sponsors
1948					
71.	Hulsey, Edward Lee Murphy, Bernadine	Milton Lucius	Sept. 25, 1934	Mar. 8, 1948	Mr. Ed. Hulsey (uncle) Mrs. Ed. Hulsey (aunt)
72.	Hulsey, Edward Lee Murphy, Bernadine	Gladys Elizabeth	Sept. 22, 1939	Mar. 8, 1948	Mr. Ed. Hulsey (uncle) Mrs. Ed. Hulsey (aunt)
73.	Erickson, Irene Gromer, Clara	Earl Eli	Mar. 17, 1945	Mar. 21, 1948	Mr. + Mrs. H. B. Millett
74.	Wolfe, William A Logan, Emma Sue	William Darrell	Mar. 17, 1948	Apr. 11, 1948	Mr. + Mrs. W. E. Bryant (witnesses)
75.	Chapman, Maria Freeman, Wilhelmina	Ruby Carolyn	Mar. 26, 1948	July 25, 1948	Mr. William R. E. Forest Miss Helen Grant
76.	Adams, Clarence Castona, Katherine	Clarence Kenneth	April 25, 1948	Aug. 29, 1948	Mr. Geo. J. Deluce Miss Hazel Deluce
77.	Lide, Richard L De Forest, Helen K.	Richard Dennis	Aug. 3, 1948	Oct. 24, 1948	Robt. C. Peterson Mrs. Fannie Mays

Wilhelmena Freeman Chapman
daughter of Martin Freeman Jr & Helex McClaxathan Freeman
born 4.8.11 - died 1-19-92
granddaughter of Capt. Martin Freeman Sr.

Children

phone 623-3695 1. Margaret Harrell born 3.2.44 married Robert E. Harrell
13205 Saracennia Rd. Pasc. Ms. 39581
Margaret's children 1. Thomas Wayne Harrell - born 9.28.6?
13205 Saracennia Rd.
Pascagoula, Ms. 39581
Tommy's children 1. Savannah Harrell
2. Virginia Harrell

2. Katherx Harrell Conx - born 8.15.69
married Tony Conx
address - P.O. Box 12805
Pensacola, Fla. 3251

phone 475-4460 327-2385 2. Ruby Chapman Dale born 3.26.48 married Lionel Dale Jr.
P.O. Box 787 Escatawpa Ms. 39552
Ruby children 1. Lionel Dale III wife Stephanie Dale
born - 1.31.66 children { 1. Jesse Dale 2. Sara Dale }
address 3075 Hwy. 614
Moss Point, Ms.

2. Tammy Dale Carnley husband Dennis Carnley
born 12.15.67 children
address 14810 Hillside Dr. 1. Travis 2. Courtney
Vancleave, Ms.

3. Crystal Dale Robbins husband Shawn Robbins
born 10.20.81 children
address 14812 Hillside Dr. 1. Peyton 2. Preston
Vancleave, Ms.
39565

Mary Freeman Spratley daughter of
Martin Freeman Jr. & Helen McClanatha Freeman
grand daughter of Capt. Martin Freeman Sr.

children

1. Melvin Spratley born 6.25.34 married Alice
21345 Stanwell St.
Chatsworth Ca. 91311

2. James Spratley born 8.22.35 married Judy
12901 Blakley Ct.
Grand Bay, Ala. 36541

children
1. Jason Spratley wife - Kim
1510 Kings Rd.
Cantonment, Fla.
32533
children
1. Andrew

2. Janae Cagle husband Donny
32 Galway Dr.
Cartersville, Ga.
30120
children
1. Parker
2. Logan
3. Lillian

3. Patricia Royer husband Don
born 9.28.42
1002 Lake Ave.
Pascagoula, Ms. 39567
children
1. Shawn Dohertery
1. Patrick
2. Seth
2. Sunni Saez
1. Monica
2. Chloe
3. Ethan

(Over)

Ernest Freeman son of Martin Freeman Jr.
and Helen McClarathan
grandson of Capt. Martin
Freeman Sr.

Children
1. Ernestine Taylor
Fort Worth, Tex 1-817-862-7741

born 2-11-46 2. Charles Freeman married Becky
4303 Oleary Ave
Pascagoula, Ms.
39581

Children
1. Charles Jr.
2. Blakney
3. Kristen

HOWARD CHARLES FREEMAN

(Spouse: Ione [Nonie] Louise Ferrer Freeman)

EDWARD CHARLES [JIM] FREEMAN
11708 River Walk Dr.
Vancleave, MS 39565 5-18-30

- Michael Howard Freeman
  26153 Rachel Hill Dr.
  South Riding, VA 20152
- John Charles Freeman
  5812 Beach St.
  Ocean Springs, MS 39564
- Thomas Joseph Freeman — **Marianne Freeman**, **Taylor Freeman**, **Jacob Freeman**
  516 General Pershing Ave.
  Ocean Springs, MS 39564
- Kathryn Ann Freeman — **Kristen Arthur Williamson**, **Claiborne Arthur**
  P. O. Box 6432
  Pensacola, FL 32503
- Carol Sue Freeman
  1141 Merrie Way
  Pensacola, FL 32514
- Diane Louise Freeman Pace — **Brittney Pace**, **Jourdan Pace**
  221 Montrose Court
  Franklin, TN 37069
- Robert Edward Freeman — **Kathryn Freeman**, **Matthew Freeman**
  4101 Lake Wilma Rd.
  Moss Point, MS 39562

MARION JANET FREEMAN TREHERN
1102 Live Oak Ave.
Pascagoula, MS 39567 10-13-31

- Judith Darlene Trehern Applegate
  1330 Diller Road
  Ocean Springs, MS 39564
- Janet Maria Trehern Hiestand — **Amanda Christine Hiestand**
  127 Southland Lane
  Lucedale, MS 39452
- Karen Ann Trehern Nicklason — **Brian Daniel Nicklason**
  20601 Cameron Lane
  Moss Point, MS 39562
- Timothy Alan Trehern — **Kayla Danielle Trehern**
  1016 Live Oak Ave.
  Pascagoula, MS 39567

Mr. and Mrs. Howard Freeman

request the honour of your presence at the

marriage of their daughter

Marion Janet

to

Benton Thad Trehern

on Sunday afternoon, the seventh of September

at four o'clock

Our Lady of Victories Catholic Church

Pascagoula, Mississippi

Reception

immediately following the ceremony

455 East Live Oak Avenue

EALER IN—
CARRIAGES,
Phaetons, Etc.,
est Main Street,
OUISVILLE, KY.
27-6m

E SOUTH.
IE SOUTH.
HOLE COUNTRY.

R ALL.

-Democrat

If to the Conside-
he People.

Almanac

BOOK.

—Mr. H. C. Walker moved his family to Moss Point yesterday. Mr. H. B. Merritt will occupy the house vacated by Mr. Walker.

—Mr. Henry Izard, of Meridian, son of Dr. Izard, of that city, is visiting the family of Dr. W. D. Bragg, of Moss Point.

—The water is very salty at Pascagoula, and the bathing fine. Stop at the Pascagoula Hotel right on the front where cool rooms and splendid fare can be had.

—Mr. and Mrs. Olsen, who were married at Horn Island Thursday of last week, are now occupying one-half of Capt. S. B. Hall's residence at Pascagoula.

—We are indebted to Mr. David Mansfield, of the Bank Beer Saloon for a large pitcher of foaming, cool beer. It served our entire office with an appetizer.

—A special term of the Chancery Court will convene, as announced in another column, on July 20th, to transact some special business in connection with the DeSmet cases.

—Mrs. C. W. Buckner is now occupying a cottage at Pascagoula, owned by Mr. A. Chantraut, where she removed from this place last Monday.

—The following are the only arrival of vessels in port since our last report: Nor. bk. Ganger Rolf, to Hunter; Nor. bk. Emmeline, to Danner; Swd. bk. Alate, seeking; Am. sch. Lizzie, to Dautzler.

—Col. Hatch and family who have been occupying "Rex farm," near Pascagoula, for some weeks, left by overland route for their home at Greensboro, Ala., last Saturday.

—Peter Clark says the mysterious music is heard every night around the lighthouse. Another kind of an instrument is being tuned at Washington, the music of which will reach Peter's ears some of these d[illegible]

—The school exhibition at Ho[illegible] Angels Academy last Monday an[illegible] Tuesday nights, was largely a[illegible]tended each night, despite the i[illegible]clemency of the weather. The e[illegible]ercises were very entertainin[illegible] throughout and did credit to th[illegible] course of training and discipli[illegible] of the sisters of Perpetual Adora[illegible]tion, and also to the children, wh[illegible] acted well their parts.

—Mr. R. Wm. Barton, of the N[illegible] O. *Times-Democrat*, was here agai[illegible] this week looking after the interes[illegible] of that wide-awake and enterpri[illegible]sing paper. Mr. Barton obtaine[illegible] several subscribers, and we tak[illegible] this occasion to say that the *Time[illegible] Democrat* is one of the most relia[illegible]ble and enterprising papers in th[illegible] South and well worth the subscrip[illegible]tion price.

—The warm weather is now her[illegible] and those who propose to deal i[illegible] Mineral or Soda Water will fin[illegible] the well-known manufacturer, Mr[illegible] E. Carre, between Dauphin and St[illegible] Louis streets, Mobile, Ala. Foun[illegible]tains charged with dispatch, an[illegible] satisfaction guaranteed.

—Quite a sad and unfortunate occurrence in connection with the marriage at Horn Island light-house last week, was the sudden death of an infant child of Mrs. Capt. H. Bugge. The little one was not well on the day previous to the wedding, but nothing serious being anticipated it accompanied its mother in attendance at the wedding. It was found to be seriously ill upon landing, and lived but a few minutes afterwards on Friday morning.

—An excursion party from Moss Point went out to Horn Island last Wednesday night. The party took passage on two barges in tow of the Belle Champlin going, and the Fox returning. The excursion was gotten up for the benefit of the newly organized Moss Point Rifles,

Pasc. Democrat July 5 1885

...ITED TRIBUTE.—From a ...dence from that gifted ...known writer, Catharine ... O, *Picayune* of Sunday ... Pass Christian, we ex... following complimentary ...of our worthy Senator ...t Henderson:

...st the extreme west end ...ass Senator Henderson, ...he Golden Woods, and ...se one of the old Asmar ...home. Mr. Henderson ...the most elegant and ...members of the present ...e of Mississippi, and both ...before him and himself ...e a great deal for the ...y have opened many ...t the country and when ...nderson was preparing ...Lopez, and had Lopez's ...d about his house, he ...r warlike purposes by ...m to work cutting out ...blind. In 1845 Mr. W. ...one of the first Presi... Jackson, road removed ...and he and his wife star... and successful silk co... ...autifully fine specimens ...ook premiums in Boston, ...ton and New York in ...ere again exhibited at ...tion by Mrs Senator ...nee Hughes. In view ...fact that the prosper... of Mississippi is now ...as the fruitful garden ...growers, this early bit ...most interesting and

...nced by the *Clarion* ...Q. C. Lamar and Ex... ...o. M. Stone will sup... ...wry for renomination. ...announce that fact? ...k that the support of ...nominate him? It is ...t these two men are ...s and have at inter... ...nbernatorial election ...est of us; but the *Clar.* ...ber Journal, is woful... ...hey think that these ...n can control Missis... ...and dictate what men ...r us. If it was not ...he influence it would ...voters of the State, ...nucement? Why not ...that Dick Smith, Sam ...ullim, Jacob Snorter, ...ill support Gov. Low...

...est men of the State. He is a gentleman of the first order—a man who has made a fortune for himself, and knows how to manage financial matters as well as any man in the land, and what one can do for himself, he can do for the people. There would never be laid at his door the complaint of profligacy or extravagance. We would be proud of the opportunity of supporting him for Governor or any other high position."

MARRIED.

At the residence of the bride's father, at Horn Island light-house, on June 25, 1885, by the Rev. L. Wahl, of Mobile, Ala., Mr. JOHN ALBERT OLSEN and Miss HELEN HENRIETTA, daughter of Capt. M. Freeman.

The happy event thus announced was attended with unusually inspiring and romantic surroundings, and was fruitful of a most joyous celebration. A large number of the friends of the bride and groom took passage on the steam tug Leo, Capt. H. Colle, and repaired to the island on the evening of the marriage. There, over the surging sea that was bedecked in a snow-white robe of silvery sheen, the vows were plighted. The mermaids sang, the strains of the legendary music of the waters and quaint cry of the startled seagulls joined in the wedding march, while over all these sons and daughters of Adam and Eve made the welkin ring as the wine flowed freely and the light fantastic tripped.

We extend our hearty congratulations to the plighted pair and wish them bon voyage over life's solemn main.

We return thanks for a bottle of wine and a sample of the wedding cake.

DIED.

At the residence of his brother-in-law, Robert Burgess, Esq., Mobile, Ala., at 1:40 a.m., June 26, 1885, JOHN J., eldest son of Capt. John K. Hawthorn and the late Sarah E. Burden, in the 18th year of his age.

At State Line, Miss., Thursday, June 25, 1885, CLARA BELLE, only daughter of Oliver L. and Clara McKay, aged 14 months.

New Advertisements.

Special Term of Chancery Court.

To the Clerk of the Chancery Court of Jackson county, Mississippi:

A special term of the Chancery Court of Jackson county, Mississippi, is hereby ordered for third Monday in July next, it being the 20th day of July, 1885. Done in vacation this the 25th day of June, 1885. [illegible]

Mississippi City, Miss.,

Will be fully opened on the 15th of June; is now being put in most complete repair and condition and will be

Kept In First-Class Style

In every respect, under the sole management of the undersigned.

CHAS. E. SMEDES.

June 5, 1885. 14-tf

LOUISVILLE.

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116 West Main Street,

LOUISVILLE, KY.

Sept. 5, 1884. 27-6m

OF THE SOUTH,

FOR THE SOUTH,

FOR THE WHOLE COUNTRY.

IS FOR ALL.

The farmer, the mechanic, the workman, the merchant, the manufacturer—persons in every avocation in life, members of every household, the wife and the mother and the children—all will find

The Times-Democrat

The ideal newspaper for the office, the shop and the home. It is a necessity, at a price so low that even poverty will find its use an economy. It is a luxury to which all other luxuries should readily subordinate.

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Recommends Itself to the Consideration of the People.

The DAILY TIMES-DEMOCRAT, up to twenty-four pages, 56 issues in the year, is mailed to subscribers at TWELVE DOLLARS PER ANNUM, and in proportionate prices for less periods.

The WEEKLY TIMES-DEMOCRAT, twelve to sixteen pages, published Saturday, is mailed [illegible]

Pasc. Democrat-Star June 26 1885

Early in the Civil war Martin Freeman was operator of a fleet of fishing vessels. His fishing smack the Marshall was seized and sunk by a Federal gunboat and he was taken prisoner to new York. He escaped and caught a vessel for Havana, and after three months another to New Orleans. When he was captured by Admiral Farragut he had only been in ~~Pascagoula~~ home three weeks.

Freeman's name is not in history, but it was he who piloted the flagship Hartford under Admiral Farragut into Mobile Bay in 18sixty 4, with 1 sixteen vessels lashed in pairs as they fought their way past Confederate forts, and it was he who discovered that the iron-ram Confederate gunboat Tennesse had a disabled steering gear which hastened her capture.

PASCAGOULA LIBRARY
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A.D.18sixty 4: A modern gunboat rounded the bend of Point au Chene, on Pascagoula bay, and as darkness settled anchored off the mouth of Bayou Rosa. The Admiral of the fleet remarked to an officer that it was absolutely necessary to have a pilot before continuing to ~~Fort Massachusetts Ship Island~~ Mobile bay.

~~As he sat on deck he thought of firing~~

The Admiral, standing on deck called to the officer. ~~Five~~ five guns in this order, he commanded, "Bam-bam, bam, bam-bam". The officer hesitated a moment and walked away ~~shaking~~ slowly shaking his head, but in a few moments the guns roared.

All was quiet for about forty five minutes when a volley sounded within a few feet of the flagship. The officer rushed into the admirals cabin, "we are being attacked," ~~they have struck flag away,~~ "Attacked by what? the admiral smiled as he turned his head." "It looks like a flock of mosquitoes," replied the officer. They have shot the flag away and are now shooting at our water line." Any casualties? "The do not appear to be shooting at our men on the decks." "Lower boats, look for a boat with ~~an~~ an Indian symbol painetd on her bow and bring Martin Freeman to me, but don't shoot to kill, they wont."

The officer returned with a stocky sailor, and was told ~~Martin~~ to leave the cabin. "Well, Martin, you got my signal?" "Yes, I had my fishing fleet around the point of Petit Bois, when I got your inviattion. ~~Some of the boys have gone ashore for help~~ for a fight. Some of the boys have gone ashore for help and we'll have this flagship tied up in Pascagoula ~~bay~~ by morning."

An if you don't, the admiral replied, you'll take the oath of the United States and be my pilot. "I will, ~~Yankee Martin~~ you damned Yankee," said Martin Freeman.

That being settled, returned Farragut, we will now have supper. In the morning you will go to my sister Nacy and tell her I will be her guest at dinner, and then make preparations to go with me to Mobile and then to New York, for the Flagship Hartford will not be captured by by the Quaves, ~~and~~ ~~Bayards~~ Beaudreaus and Fayards tonight.

And so Admiral Farragut came home, and the next day was open house on the Gurlie place and every old playmate of the now famous Union leader for miles around gathered to shake his hand, and no mention whatever was made of the war as these Rebels greeted their Yankee friend of olden days.

Martin Freeman took the oath of the Union, was given a medal and a large sum of money by Congress as a reward for his work as pilot of the Hartford, and after the war was made the first lighthouse keeper on the Mississippi Gulf coast. His family today proudly display this piece of bronze and love to tell tales of his association and long friendship with David Farragut.

- - -

~~Farragut~~

David Glasgow Farragut was born at Monica and came to the United States several years prior to the Civil

George Farragut, Father of the admiral

~~David Glascoe Farragut, Sr.~~ Was born at Monica and came to the United States a few year prior to the Revolutionary war, in which he fought. After the war he came to the Spanish possessions and settled where now is the city of Pascagoula, Mississippi, and which then was a settlement, and had been since 1734 when Perique Quave and Baptiste Budreau landed with 80 French and Canadian families.

Farragut received his grant of land from Spain and called it Grande Ecore, and six hundred and thirty five acres of this beautiful tract are still intact, This land has had only three owners since 1776.

In 1801 George Farragut and his wife visited Knoxville, Tennessee, and on their return brought with them their infant child, David G. Farragut, ~~Jr.~~ George Farragut ~~Sr.~~ died when his son was seven years old and the lad was adopted by Admiral Porter, a friend of the family and a frequesnt visitor at Grande Ecore. This was in 1811. In 1812 the boy saw service in the war of 1812 with Admiral Porter, and steadily won promotions until he attained the rank of Admiral.

History does not record the boyhood days of Admiral Farragut on Pascagoula river and Pascagoula bay, of his childish hopes and ambition to someday sail the sea, but the greatest stories of the civil war ever told in this section by old Rebels to their children and their grandchildren was of the night that the United States fleet was attacked by a fleet of fishing boats and how David Farragut captured his own home town.

PASCAGOULA PUBLIC LIBRARY
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Early in the Civil war, Martin Freeman was a resident of New Orleans. He operated a fleet of fishing schooners and his fishing smack. The Marshall was seized and sunk by a Federal gunboat. He was taken prisoner to New York where he was placed in line with other prisoners. He broke ranks, escaped and boarded a vessel for Havana, Cuba where he remained for three months. until he could get a boat to New Orleans. After three weeks in New Orleans he was recaptured as he was considered too valuable a man to lose, He was placed as pilot on Admiral Farraguts flagship "The Hartford", to pilot the Union squadron of forty vessel up the Mississippi River for the second siege of Vicksburg.

Captain Freeman also piloted the flagship "Hartford" when the fleet under Admiral Farragut entered Mobile Bay in 1864.

There were sixteen vessels cashed together in pairs as they fought their way past the confederate forts and engaged in a desperate struggle with the great iron-ram Tennessee which Captain Freeman related was disabled by her steering gear getting out of order, and which hastened her capture.

After the battle 300 dead were taken off and given sea burial in 30 fathoms of water off Sand Island. After the forts were reduced and the harbor

closed torpedoes were taken up from the bay. At this operation a torpedo exploded, fourteen men were killed and Captain Freeman was seriously burned with powder. He was taken to Pensacola Hospital then to New Orleans where it was found necessary to operate on his eyes to take the powder from them. The powder burns had so penetrated his skin that the scars (marks) remained as long as he lived.

After the Civil War, Captain Freeman was made Lieutenant Commander of a fleet of dispatch boats run between Pensacola and New Orleans.

A medal of Honor with the inscription "Mobile Bay, August 4, 1864, " was awarded by Congress to Lieut. Commander Freeman for services rendered.

Some years later he received the "Prize money" for the fishing schooner. "The Marshall" which was destroyed by a Federal gun-boat off Ship Island Pass.

Captain Freeman was appointed Keeper of the first Light House on Horn Island and was put in charge November 26, 1874 which place he kept until his health failed in June 1894, when he was brought to his daughter's home (Mrs. J. A. OLLsen) in Pascagoula, Mississippi. He died Sept. 1894.

Marriage Record.

No.	NAME AND RESIDENCE OF GROOM	AGE	NAME AND RESIDENCE OF BRIDE	AGE	DATE OF MARRIAGE	WITNESSES
	William G. Cody, Mobile, Ala.	22	Miss Willie Mae Lazarus, Kreole, Miss.	18	Sept. 26, 1925.	A. L. Bentley, Miss J. E. Douglas.
	Edward F. Jorgen, Pascagoula, Miss.	24	Miss Frieda Virginia Duckstein, Pascagoula, Miss.	18	Oct. 17th, 1925.	J. G. Grimsley, Mrs. E. Westbrook, Marie Duckstein.
X	Julius M. Grant, Pascagoula, Miss.	26	Miss Wilma G. Freeman, Pascagoula, Miss.	18	Nov. 12th, 1925.	Howard C. Freeman, Stella M. Grant.
	Frank G. Bennett, Escatawpa, Miss.	32	Miss Lilia M. Laakso, Pecan, Miss.	22	Nov. 11th, 1926	Helmi Laakso, Hannah Bentzen
	George Arthur Pfaffman, Mobile, Ala.	36	Miss Marietta Louise Merritt, Mobile, Ala.	35	Dec. 23rd, 1926	Clarence L. Warren, Lera Cath. Brown.
	Frank H. Saksa, Pecan, Miss.	22	Miss Margie E. Stork, Pecan, Miss.	18	Dec. 28th, 1926	Guessie Stork, Fannie M. Saksa.
	William E. Howard, Moss Point, Miss.	29	Miss Lempi Laakso, Pecan, Miss.	20	Aug. 22nd, 1927.	Wm Laakso, Miss Lillie Gasaway.
	Arthur H. Berg, Mobile, Ala.	28	Miss Ruth Binford, Mobile, Ala.	18	Nov. 16, 1927	Miss Corbelle Walker, Miss Annie Lee Murphy
X	James B. Skidmore, Pascagoula, Miss.	45	Miss Hanna Bentzen, Pascagoula, Miss	49	Nov. 27, 1927	Mr. & Mrs. Geo. Granlund.
	Edward C. Rhodes, Mobile, Ala.	22	Miss Vashti Evans, Mobile, Ala.	22	Dec. 23, 1927	J. S. Driver, Miss L. L. Webb
	Manuel Jos. De Rocha, Algiers, La.	33	Miss Beatrice McCloskey, New Orleans, La.	23	Dec. 28th, 1927	J. W. Cassibry, Mrs J. W. Cassibry

Ma

NAME AND RESIDENCE OF GROOM	AGE	
Harry James Blackwell, Mobile, Ala.	26	Thee
William Gideon Laakso, Pecan, Miss	25	Miss
William L. McArthur, Gulfport, Miss	26	Miss
Louis R. Ladnier, Pascagoula, Miss	30	Miss
John C. Schroy, Mobile, Ala.	49	Mrs
W. Wilson Cunningham, St. Elmo, Ala.	29	Miss
John Tillman Hackmeyer, Mobile, Ala.	22	Miss
William Elmo Gourley, Mobile, Ala.	23	Mis
John F. Kearn, McComb, Miss.	26	Mis
Fred. M. E. Blankenberg, Mobile, Ala.	23	Mis
Clyde E. Fail, Mobile, Ala	22	Mis

	Day of Birth	Baptized	Name of Child	Name of Father	Name of Mother	Sponsors	Pastor
O. unit this child heavenly Father:			O Died.	Pascagoula, Miss.		Mr Ferguson & Mrs. Ferguson	Brodes P.
1.	January 30, '91.	July 6, '91 Pascagoula	Elizabeth Jane	Cornelius Ferguson	Alice Ferguson		
God preserve this child unto life eternal.	July. 3rd 1891.	Aug. 9th 1891	~~Martilla William~~ O. Died!	Herman Aolle.	Wilhelmine Aolle nee. Tardel.	Pastor Broder & Miss F. Schia. per Letter of St. Louis, Mo.	Broder.
2.							
Peace be with thee!	December 12. 1890	Aug. 9th 1891.	William Charles = Christian. ✓ 1	Christian Brondum	Margaret Brondum	Mr. C. & Mrs. Drione	Broders.
3							
Lord take this infant into thy holy church & give it thy blessing	Dec. 6th 1890	Aug. 16th 1891	Mamie Nicholina ✓ 2	P. L. Olson Pascagoula.	Lilia Olson	Mr. H. Olson & Pauline Delius	Brodere.
4							
Lord give this child peace in time & eternity!	Oct. 22, 1890	Aug. 23rd 1891	~~George Otto~~ ✓	C. V. Anderson Escatawpa.	Bertha V. Anderson	Miss J. & E. Ehlers Mrs. Fields & Smith	Broders.
6.							
God's grace be with little girl now & forever!	Febr. 20, 1888	Aug. 30th 1891	Elma Marguerite Pauline	Fred Lindinger	Johanna Frederica	Mr. A. Roland & Mrs. M. Sprick	Broders.
7.							
Adieu!	Jan. 17, 1815. (May be with the flock [illegible])	Nov. 1st 1891	Charles.	Paul Jones	Rosella.	Mrs. E. Odell	Broder.

Date of Birth		Baptized	Name of Father	Name of Mother	Name of Child	Sponsors	Place
Dec. 2, 1900	65	Dec. 16, 1900	P. L. Olson ✓ 33	Lelia Olson	Helen Lilian	M. P. Helm } Hand	Co. Fre
	66	Jan. 9, 1901	Henry Frentz 34 ✓	Mena Frentz	Georgine Wilhelmine	Geo. & Mrs Frentz	Co. Fre
Jan 25, 1901	67	March 8, 1901	Andrew Sworn Hautala ✓ 35	Elizabeth Hautala	William Andrew	John Evelyn } Prisoner	Co. Fre
Feb. 2, 1901	68	June 25, 1901	Robt. E. Daly, Jr. ✓	Karla B. Daly	Thelma Aline Daly	C. Bosarge & Emma Bosarge	Co. Fre
Apr. 5, 1901	69	July 14, 1901	Martin H. E. Freman ✓ 36	Helen A. Freman	Howard Chas. Freman	Geo. Manton & Mrs. Deutch	Co. Fre
July 2, 1901	70	July 29, 1901	Jas. G. Blackwell 37 ✓	Ida Blackwell	Harry James	Chas. Addison & Lillie B. Ray	Co. Fre
March 19, 1901	71	Sept. 2, 1901	Eugene J. Nelson 38 ✓	A. D. Nelson	Eugene Joseph	Parents	Co. Fre
[illegible]	72	Sept. 26, 1901	— —	—	Mary Miller	adult	Co. Fre
Sept. 11, 1892	73	Nov. 3, 1901	Philip Pfleger 39 ✓	Lizzie A. Pfleger	John Philip	Theresa C. Spink	Co. Fre
Sept. 4, 1901	74	Nov. 3, 1901	Ralph W. Spink 40 ✓	Theresa C. Spink	Ralph Theresa Spink	Amelia A. Pfleger	Co.

Born	Baptized	Father	Mother	Child	Sponsors	Pastor
Nov. 10, 1901	Sept. 11, 1904	L. H. Pohr 83	Edith C. Pohr	Mary Evelyn Pohr	Chas. & Ida C. Bogdahn John & Sam. Gorgel	C. Smith
Sept. 30, 1899 118	Do	Do 84	Do	Carl Arnold	Do	Do
April 3, 1892 119	Do	Chas. Bogdahn 85	Ida C. Bogdahn	Ida Magdalena	L. H. Pohr & Edith C. Pohr & John Gorgel	Do.
Jan. 5, 1896 120	Do	Do 86	Do	Hermon James	Do	Do
Jan. 25, 1898 121	Do	Do 87	Do	Henry Jack	Do	Do.
June 17, 1904 122	Sept. 25, 1904	John Mumme 88	Charlotte	Marie Rebecca Rosa Mumme	Einar & Rebecca Nemberg	Do.
June 15, 1904 123	Oct. 27, 1904	Alphouse Webb 89	Victoria Lodimer	Etta Gertrude Lodimer	Chas. & Webb &	Do.
Aug. 14, 1904 124	Oct. 30, 1904	Fred Miller 90	Mary Miller	Louise Elnora Miller	Tula ~~Webb~~ Jackson	Do.
Nov. 10, 1903 125	Nov. 2, 1904	Martin H. Freeman 91	Helena A. Freeman	Earnest Geo. Freeman	Adolf Sodestrom & Hilda Smith	Do.
Dec. 19, 1904 126	March 12, 1905	Chas. Bruce	Emma Bruce	Odessa Georgine Bruce	Albert Frenty, Helena Frenty & Nettie Colle	Do
Jan. 21, 1905 127	March 19, 1905	John Sallila	Maria Sallila	Fanny Maria Sallila	Chas. Lehtonen, Minne Lehtonen & Fanny Lehtonen	Do
Aug. 15, 1904 128	Apr. 23, 1905	Nicholas Broadway	Emile Broadway	Tilda Christina Broadway	Capt. Christ. Bott & Sophie Brantz	Do.
Sept. 20, 1904 129	May 25, 1905	Einar Nemberg	Rebecca Nemberg	Elna Christina Nemberg	None (Emmergency)	Do
Jan. 24, 1906 130	June 1, 1905	Cora E. Walker	W. H. Walker	Cora Belle Walker		Do
June 13, 1905 131	Aug. 7, 1905	Alf Olson	Lena Olson	Elfrieda Margarite	Capt. W. H. Gorgel & Helen A. Freeman	Do.
Aug. 4, 1905 132	Aug 11, 1905	Samuel Bogue	Elnora P. Bogue	Lily Oresta Bogue	Fredrick Miller & Mary V. Miller	Do

Febr. 13. 1886	Febr. 5. 1898	" "	20 ✓	" "	Bertha Ottilie	" "	Brothers
5 July 29. 1889	Febr. 5. 1898	" "	21 ✓	" "	Hattie Belle	" "	Brothers
Kate Eva Dec. 29. 1893	Febr. 5. 1898	" "	22 ✓	" "	Kate Eva	" "	Brothers
7 Dec 13 - 1897.	Mch. 6. 1898	Alf. Olsson	23 ✓	Lena nee Freeman	Adeline Elizabeth.	Edw. Torjusen ✓ Hilda Levin	Brothers
8 Oct. 23 - 1897.	June 20-1898	Chr. Nelson	24 ✓	Anna nee Schulze	Leonia Katharine	Chas. Johnson C. Nelson mrs. Peterson Dora Nelson	Brothers
9. Mch. 31 - 1898	June 26-1898	Lars ~~Iversen~~	Katie nee Zettwoch	Thomas Dewey (?)	Mr. Zettwoch Mrs. A. Nolting		Brothers

11

[illegible] ch 26. '94. God bless this sick child	19th April 94 (Died 3 weeks later)	O.H. Ericksen ✓ 10	Adele nee Olb	Ola of Kange	J. Matsen & Anto. Bonet	J. Broder
27. 11th June. '94 Receive from this chair into thy kingdom forever.	~~4th of June 94.~~ July 1st 94.	Chr. Brodum ✓ 11	Margareth nee Grothe.	Anna Josephine.	Mrs. A. Nelson & Mr. Chr. Nelson	C. Broderse
28. July 15. '93 Set it free to mindful thoughtfulness of regenerate.	May 6. 94. Moss Point, Miss.	J. Green Moss Point, Miss. ✓ 12	Catharine nee Burger.	Wilhelmina Myrtle.	Mr. H. Burger & Miss J. Lauber	C. Broderse
29. Sept. 5. 1894 Open, under this chair, Savior, the garden of Eden.	Oct. 21st '94.	P. L. Olson ✓ 13	Lilia nee Delins	Leonard Michael	A. Johnson Pauline Delins	Broder
30. Aug. 27 - '94. Preserve it from the pack of the wicked.	Nov. 4th 94	Alf. Olsson ✓ 14	Lena nee Freeman	Martin Freeman	Mr. M. Freeman & Mrs. G. Ladwier	Broderse
31. Aug. 25. 94 Be thou, Jesus with these in danger	Nov. 11th 94.	Lars Iversen ✓ 0	Kalie nee Zellwech	~~Chas. Jacobson~~ & Charles Ingval.	Chas. Jacobson & Mrs. Celle	Broderse

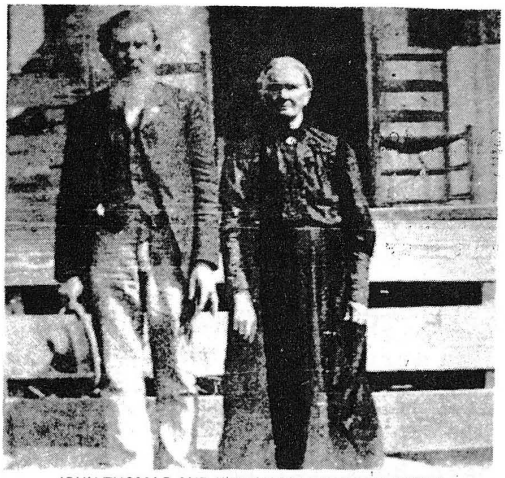
Record of Births & Baptisms. C.D

Born	Name Given	Date of Baptism	Place	Parents names
Nov. 20, 1907	158 Wilma Georgine	July 2 1908	Christ Church	Martin & Helen Freeman
June 22 '08	159 Andrew Emil	July 26 1908	Pascagoula	Peter & Selia Olsen — Sponsors Andrew Olsen, Mrs. Andrew Olsen
Aug 3 08	160 Philip Frank	Oct 9 1908	At Home, Scranton	Philip & Agnes Rolls — adopted by Rev Rud Schmidt of Mobile
Feb 1 1905	161 Malvina Josephine	Oct 19 1908	At Scranton	Peter & Helen Swensen
Nov 6, 1906	162 Henry Shannon	Oct 19 1908	Scranton	" " "
Aug 13 1908	163 James Victor	Oct 25 1908	At Church, Scranton	James & Ida Blackwell
July 23 '08	164 William Barthold	Oct 25 1908	Church, Scranton	H. J. & Ida Alberts
June 20 '06	165 E. M. Pringle	Nov. 1, 1908	St. Paul's, Escatawpa	E. M. & Lena Pringle
	166 Nicholas Adolph	Nov. 1, 1908	St. Paul's Escatawpa	N. A & Amelia Broadway
Aug 29, 06	167 Alice Korsgaard	Nov. 1, 1908	Escatawpa	Niels & Fannie Korsgaard
Sept 10 08	168 Niels Korsgaard	Nov. 1. 1908	Escatawpa	" " " "
Feb 12 1905	169 Emil Bourdon Hilda Bernice	Mch. 21 1909	Escatawpa	Edw W and Amelia nee Bechtel

John Thomas FREEMAN FAMILY NEWSLETTER

SUMMER 1982

P.O. BOX 181 CUMMING, GA. 30130



JOHN THOMAS AND KIZZIAH McLEMORE FREEMAN

W E L C O M E

WELCOME - To our Second Annual (John Thomas) Freeman Family Reunion and our first News Letter. The second News Letter will contain copies of pictures taken at this reunion, a Directory of family members and queries and information from those who are doing research into our family history. Copies will be mailed by August 1.

We have included a FamilyGroup Sheet likethose being used by some who are doing research. This is the type information that will be in future News Letters. We also thought you might find the "Cousins" information on the back page interesting. See how many you can identify (name and relationship) among those who are here today.

CLIMBING OUR FAMILY TREE TOGETHER

The News Letter can be a help to all those interested in tracing the family history as it will be a convenient way of sharing information. This will save time, and perhaps money, as we can avoid duplicating efforts. Perhaps those with experience in research can offer some help for those who are just beginning.

Please send your queries and any information you'd like to share to: Box 181, Cumming, GA 30130.

A HELPFUL HINT: To Preserve Newspaper Articles

Newsprint yellows, gets brittle, disintergrates - making it difficult to keep clippings that would be treasured over the years. Some clippings can also serve as verification for some dates and locations in your records. Here's a solution: 2 tablespoons Milk of Magnesia (shake well before measuring) and 1 quart of Club Soda. Mix well. Refrigerate 8 hours. Soak your clippings for 1 hour. Place a bath towel on a flat surface and spread the clippings to dry. The sooner you prepare your clippings the better. However, this can be used on old ones that are beginning to yellow and will help to save them. By the way, in saving clippings, sometimes it would be wise to save the name of the publication, location and date of publication. This might be needed for verification of your records.

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BLADEN CO. NC DEEDS

Deed Book 11, pg 66
3 Aug. 1822 - John Freeman, Sr. for the natural love and affection That I bear to my daughter Mary Singletary...181 acres...on the N. side of Crawley Swamp.
Witness: Benjamin Singletary Aug. term of Court 1822, Duncan McInnis Clk.

Deed Book 7, pg 338
There is a deed mentioning land patented by William Freeman - Described as 100 acres on the West Side of Fryer (Friar) Swamp near the Main Road. The deed is dated 17 Oct. 1798 (Not the patent of William Freeman. That would be earlier.

Deed Book 10, pg 66
18 June 1832 - Jeremiah Norman to William Freeman for $64.00.....80 acres on West Side of Crawley Swamp.
Witnesses: William Guiton and J. Freeman, May Term of Court 1833

Deed Book 10, pg 52
5 Nov. 1832 - John Freeman, Sr. to William Freeman for $150.00 for 220 acres,
1st Tract - part of tract patent by William Russ, Edmond Russ.
2nd Tract - of 95 acres patent by William Guiton...on South Side of Crawley Swamp.
Another Tract - conveyed by Benjamin Singletary ...on Reedy Branch on J. Freeman, Sr.'s cont. 35 acres.
Provided the said John Freeman, Sr. and his wife Nancy shall have free use of said premises during their natural lives.
Witnesses: Joshua Singletary, John Hester May Term of Court 1833

Deed Book 10, pg 357
5 Feb. 1835 - Edward Plummer to John Freeman, Junr. for $40.00...50 acres being part of the 340 acres granted Robert Rayford.
Witnesses: William Freeman, John Freeman, Sr. May term of Court 1836

Deed Book 10, pg 469
15 Sept. 1836 - John Hester of Rankin Co. Mississippi to William Freeman of Bladen Co. My lawful agent and attorney in fact to sell my land in Bladen Co. & C. John Tate, Clerk, Rankin Co., Mississippi. Attested by Charles Lynch, Gov. of Mississippi, Perry W. Benson, Secretary of State. (Miss.)

From 1850 Mortality Schedule: Mary Freeman, 70 yrs. old, Female, White, Widow, Born NC, Died Oct. 1849. Died of a Fever. Sick for 7 days.

Kay Morck received above information from Betty Foster, Winston-Salem, NC

QUERY

Patricia N. Edwards, 1765 Silverado Trail, Napa, CA 94558 needs information on the Freeman family of early Perry Co. MS. From census records she has:
1820 Perry Co., MS Census: James Freeman 0-1-0-2-0-1/0-0-1-0-1. gone 1850
Cornelius Freeman 1 M 26/45 & 1 F 16/26 d. -1850

1850 Perry Co., MS	Elizabeth Freeman	b. 1790 NC	
	Charity	b. 1823 MS	m. Senate Edwards
	Thomas	b. 1828 MS	
	David	b. 1830 MS	

Her connection is Francis Freeman b. 1820 who m. ca 1841 James Edwards

If you have information that will help her, please let her know at above address, or send to the News Letter and we will forward. Thanks.

COPY
from
THE NATIONAL ARCHIVES
[redacted]

Acting Appointment
No. 6

RG 45, Naval Records Collection
of the Office of Naval
Records and Library

Navy Department. October, 18th 1864.

Sir.

You are hereby appointed and acting Second Assistant Engineer in the Navy of the United States, on temporary service. After having executed the enclosed oath, and returned it to the Department, with your letter of acceptance, you will ×××××××××××.

Very Respy Gideon Welles. Secy Navy.

A2d Asst Engr Edward Asphald.
U.S.S. Nansemond, Baltimore Maryland } remain attached to the U.S.S. Nansemond for such duty as may be assigned you.

" " " " Abram Brown.
U.S.S. Union New York. } remain attached to the U.S.S. Union for such duty as may be assigned you.

" " " Thomas McNellis.
U.S.S. Bainbridge Baltimore Md. } remain attached to the U.S.S. Bainbridge for such duty as may be assigned you.

" " " " Thomas William King.
317 East 9th Street New York. } report to Rear Admiral Gregory New York for duty on board the U.S.S. Minnesota (2 Rate).

" " " " Thomas Tuttle.
U.S.S. Kalahadin. } report to Rear Admiral Farragut for such duty as he may assign you.

Navy Department, 18th Oct 1864.

Sir.

You are hereby appointed and acting Volunteer Lieutenant in the Navy of the United States on temporary service, for special service as Pilot. After having executed the enclosed oath and returned it to the Department with your letter of acceptance, you will report to Rear Admiral Farragut, for such duty as he may assign you.

Very Respy Gideon Welles. Secy Navy.

A Vol Lieut Martin Freeman, U.S.N.
West Gulf Squadron.

Navy Department, October 15, 1864.

Sir.

You are hereby detached from the Reg Ship "North Carolina" and you will proceed to Boston, without delay and report to Rear Admiral Stringham, for the command of the U.S.S. Casco (4th Rate).

Very Respy Gideon Welles. Secy Navy.

A Master Samuel Very.
Reg Ship "North Carolina" Navy Yard New York.

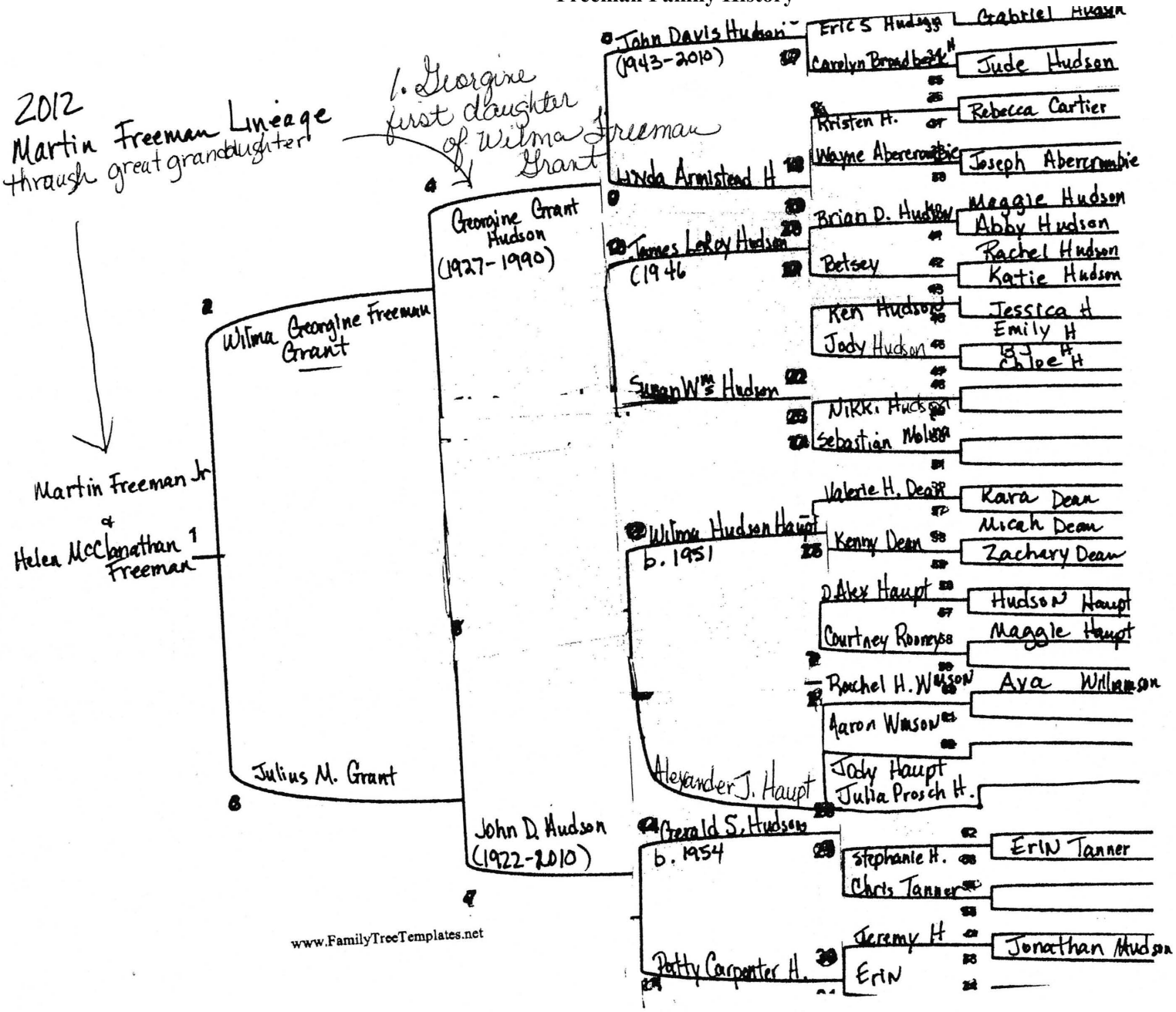
Pascagoula Public Library
Local History & Genealogy Department
Freeman Family History

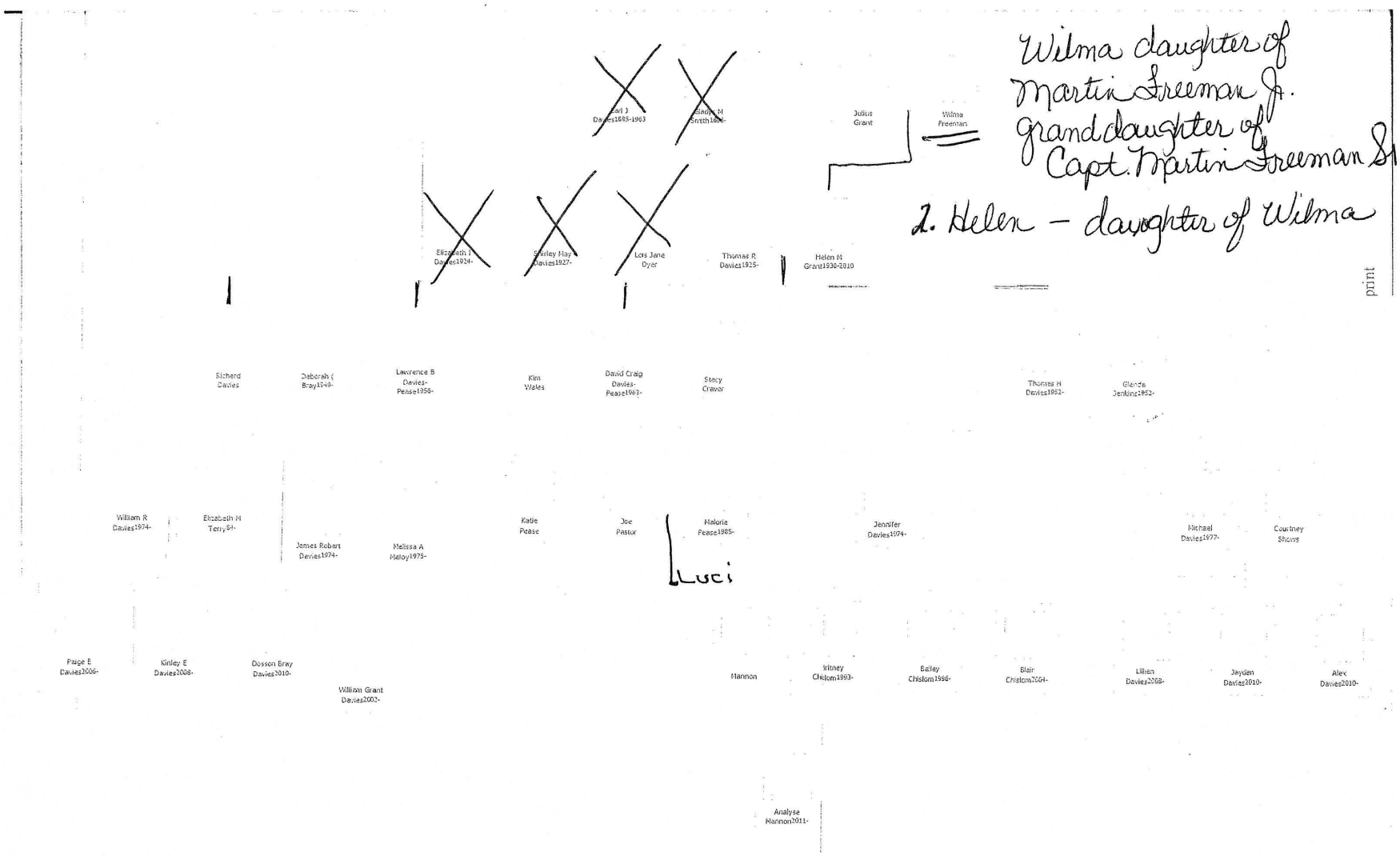
FREEMAN, FRANK H.
Mate, 26 June, 1862. Acting Ensign, 21 July, 1864. Honorably discharged 18 February, 1866.
FREEMAN, FREDERICK N.
Naval Cadet, 9 September, 1891. Assistant Engineer, 1 July, 1897. Rank changed to Ensign, 3 March, 1899. Lieutenant, Junior Grade, 1 July, 1900.
FREEMAN, GEORGE R.
Assistant Surgeon (Spanish-American War), 13 June, 1898. Appointed Assistant Surgeon in Regular Service 7 June, 1900.
FREEMAN, ISAAC.
Sailmaker, 24 July, 1827. Last appearance on Records of Navy Department, 1831. Sloop Erie.
FREEMAN, ISAAC D.
Sailmaker, 9 July, 1838. Died 24 March, 1863.
FREEMAN, JAMES M.
Midshipman, 24 May, 1814. Died in October, 1829.
FREEMAN, JOHN.
Master, 11 May, 1839. Resigned 26 August, 1846.
FREEMAN, JOHN.
Boatswain, 10 May, 1830. Resigned 20 July, 1836.
FREEMAN, JOSEPH M.
Third Assistant Engineer, 16 February, 1852. Resigned 8 October, 1853.
FREEMAN, JULIUS C.
Midshipman, 4 October, 1866. Graduated 6 June, 1871. Ensign, 14 July, 1872. Master, 11 July, 1877. Lieutenant, Junior Grade, 3 March, 1883. Retired List, 23 April, 1884.
FREEMAN, MARTIN.
Acting Volunteer Lieutenant and Pilot, 18 October, 1864. Honorably discharged 20 January, 1867.
FREEMAN, M. B.
Carpenter, 28 April, 1840. Last appearance on Records of Navy Department.
FREEMAN, NATHANIEL CHAPMAN.
Acting Assistant Paymaster, 17 February, 1863. Resigned 24 February, 1864.
FREEMAN, NATHANIEL W.
Mate, 12 February, 1864. Resigned 17 May, 1865.
FREEMAN, PETER.
Gunner, 13 December, 1841. Dismissed 7 June, 1842.
FREEMAN, ROBERT J.
Assistant Surgeon, 6 July, 1859. Dismissed 4 June, 1861.
FREEMAN, ROMEYN.
Acting Assistant Paymaster, 3 June, 1863. Discharged 26 November, 1865.
FREEMAN, SIMEON N.
Acting Master, 14 August, 1861. Appointment revoked 28 July, 1865.
FREEMAN, THADDEUS S. K.
Chaplain, 4 June, 1897. Died 12 September, 1898.
FREEMAN, VIRGINIUS.
Third Assistant Engineer, 26 February, 1851. Second Assistant Engineer, 21 May, 1853. First Assistant Engineer, 9 May, 1857. Name stricken from the Rolls of the Navy, 8 July, 1861.
FREEMAN, WATSON, Jr.
Acting Master, 26 February, 1862. Resigned 19 September, 1863.
FREEMAN, WILLIAM.
Boatswain, 10 July, 1823. Resigned 6 October, 1823.
FREEMAN, WILLIAM D.
Acting Master, 6 July, 1861. Resigned 5 May, 1864.
FREMONT, J. C.
Professor of Mathematics, 4 April, 1837. Dropped.
FREMONT, JOHN C.
Midshipman, 24 June, 1868. Graduated 1 June, 1872. Ensign, 15 July, 1873. Master, 25 November, 1877. Lieutenant, Junior Grade, 3 March, 1883. Lieutenant, 2 September, 1884. Lieutenant-Commander, 3 March, 1899.
FRENCH, ABEL E. C. P.
Acting Third Assistant Engineer, 18 March, 1863. Acting Second Assistant Engineer, 7 July, 1864. Honorably discharged 1 December, 1865.
FRENCH, ANTHONY.
Acting Third Assistant Engineer. Appointment revoked (sick) 13 July, 1863.
FRENCH, CHARLES A.
Acting Master, 13 August, 1861. Acting Volunteer Lieutenant, mark of appreciation of gallantry, 18 December, 1862. Acting Volunteer Lieutenant-Commander, 30 May, 1865. Honorably discharged 21 October, 1865.
FRENCH, GUSTAVUS E.
Mate, 3 March, 1862. Acting Ensign, 1 September, 1863. Resigned 23 June, 1866.
FRENCH, GEORGE H.
Mate, 4 April, 1862. Acting Ensign, 30 May, 1864. Honorably discharged 23 February, 1866.
FRENCH, GEORGE R.
Cadet Midshipman, 24 June, 1875. Graduated 22 June, 1882. Ensign, Junior Grade, 3 March, 1883. Ensign, 26 June, 1884. Retired List, 26 June, 1893. Died 13 August, 1895.
FRENCH, HAYDEN T.
Acting Midshipman, 2 December, 1859. Ensign, 1 July, 1863. Lieutenant, 22 February, 1864. Died 1 March, 1865.

4	5	6	7	8	9
Pilot	Hartford		1861	1865-4	
			186	186	
			186	186	
			186	186	
			186	186	
			186	186	
			186	186	
			186	186	
			186	186	
			186	186	
			186	186	
				186	

Disability Incurred.	Remarks.
11	12
None	This old man was pilot on [illegible] Admiral Farragu[t] Ship the Hartford and was with him a[t] the siege of New Orl[eans] and Mobile.

Wilma Freeman Grants family
daughter of Martin Freeman Jr.
and granddaughter of Capt. Martin Freeman


2012
Martin Freeman Lineage
through great granddaughter
1. Georgine first daughter of Wilma Freeman Grant
Martin Freeman Jr
&
Helen McClanathan Freeman
Wilma Georgine Freeman Grant
Julius M. Grant
Georgine Grant Hudson (1927-1990)
John D. Hudson (1922-2010)
John Davis Hudson (1943-2010)
Linda Armistead H
James LeRoy Hudson (1946
Susan W. Hudson
Wilma Hudson Haupt b. 1951
Alexander J. Haupt
Gerald S. Hudson b. 1954
Patty Carpenter H.
Eric S Hudson
Carolyn Broadbent H
Jude Hudson
Kristen H.
Rebecca Cartier
Wayne Abercrombie
Joseph Abercrombie
Brian D. Hudson
Maggie Hudson
Abby Hudson
Betsey
Rachel Hudson
Katie Hudson
Ken Hudson
Jessica H
Emily H
Jody Hudson
BJ H
Chloe H
Nikki Hudson
Sebastian Molina
Valerie H. Dean
Kara Dean
Micah Dean
Kenny Dean
Zachary Dean
Alex Haupt
Hudson Haupt
Courtney Rooney
Maggie Haupt
Rachel H. Wilson
Ava Williamson
Aaron Wilson
Jody Haupt
Julia Prosch H.
Stephanie H.
Erin Tanner
Chris Tanner
Jeremy H
Jonathan Hudson
Erin
www.FamilyTreeTemplates.net


Wilma daughter of
Martin Freeman Jr.
granddaughter of
Capt. Martin Freeman Sr
2. Helen – daughter of Wilma
Earl J Davies1885-1963
Gladys M Smith1884-
Julius Grant
Wilma Freeman
Elizabeth J Davies1924-
Shirley Hay Davies1927-
Lois Jane Dyer
Thomas R Davies1925-
Helen M Grant1930-2010
print
Richard Davies
Deborah C Bray1949-
Lawrence B Davies-Pease1956-
Kim Wales
David Craig Davies-Pease1963-
Stacy Craver
Thomas H Davies1952-
Glenda Jenkins1952-
William R Davies1974-
Elizabeth M Terry84-
James Robert Davies1974-
Melissa A Meloy1975-
Katie Pease
Joe Pastor
Malorie Pease1985-
Luci
Jennifer Davies1974-
Michael Davies1977-
Courtney Shows
Paige E Davies2006-
Kinley E Davies2008-
Dosson Bray Davies2010-
William Grant Davies2002-
Mannon
Britney Chislom1993-
Bailey Chislom1996-
Blair Chislom2004-
Lilian Davies2008-
Jayden Davies2010-
Alex Davies2010-
Analyse Mannon2011-

3. Marie - daughter of Wilma Freeman Grant

Martin Freeman ------ Helen Freeman

Wilma Freeman Grant Mims wed Julius Grant (1st) W. W. Mims (Scotty) (2nd)

Georgine Grant

Helen Grant

Marie Louise Grant wed Leo Lazro Webb, Jr. (Pete)
(Sept. 29, 1934 (Jan. 5, 1931)

Mary Jo Webb wed Frederick D. Schaub, Jr. (Rick)
(Nov. 11, 1953 (July 14, 1948)

Heather Michelle Schaub wed Terry Wayne Crow
(June 25, 1975 (Aug. 22, 1975)

Lindsey Michelle Crow
(April 16, 1997)

Andrew Wayne Crow
(March 6, 2001)

Michael Wayne Crow
(Sept. 27, 2004)

Frederick D. Schaub, III III (Ricky) wed Dana Marie Pearson
(Feb. 1, 1977) (Feb. 1, 1977)

Kevin Andrew Schaub
(July 30, 1981)

Jacquline Ann Webb wed Danny McGovern Fulgham, Jr. (Divorced)
(Aug 7, 1955

Misti Ann Fulgham wed Clyde Dean Rose, Jr. (Sonny)
(Sept. 28, 1975) (Dec. 19, 1979)

Clyde Dean Rose, III (Tripp)
(April 3, 2007)

Danny McGovern Fulgham, III
(Feb 4, 1984)

Elizabeth Wilma Fulgham
July 13, 1989)

Shelvin Marie Webb
(Nov. 1, 1956)

5103 Agricola, Barton Rd.
Lucedale, Ms. 39452

219-4093

Marilyn Rene Webb wed Robert Elwood Trehern, Sr.
(Feb. 18, 1960) (Oct. 7, 1958)

Kimberly Rene Trehern wed Anthony Edward Bonetti, Sr.
(Aug. 23, 1980 (Oct. 24, 1984)

Kaylee Rene Bonetti
(Aug. 3, 2007)

Andrea Marie Bonetti
(June 17, 2009)

Anthony Edward Bonetti
(Nov. 8, 2011)

Robert Elwood Trehern, Jr. wed Kristina Ann Rouse
(Dec. 28, 1983 (Nov. 9, 1984)

Kallee Leighan Trehern
(May 12, 2008)

Karaline Rose Trehern
(Sept. 13, 2009)

Jeremy Edward Trehern
(Nov. 29, 1986)

(3—145 b.)

Act of June 27, 1890.

Ctf. 17826

INVALID PENSION.

Increase

Claimant, Martin Freeman

P. O., Pascagoula,
County, Jackson,
State, Miss.

Rank, Acting Vol. Lt. and Pilot
~~Company~~,
~~Regiment~~, U.S. Navy.

Rate, $ 12 per month, commencing September 6 1893

DROPPED FROM ROLLS
SEP 18 1894
PENSIONER DEAD.

Disabled by Rheumatism and Injury to left ankle, and debility.

RECOGNIZED ATTORNEY:

Name, A. C. MacNulty
P. O., City

Fee $ 2.00, Agent to pay.
Articles filed ....., 189..

APPROVALS:

Submitted for Ad. Apr. 7, 1894
Approved for rheumatism and injury to left ankle (old) Nev. imp. sight & hearing dizziness vertigo and debility refer to Med Ref. for re-friction no valable dis. under act June 27-90-
Apl. 11, 1894, H. W. Hall, Legal Reviewer.

Anderson W. W., Examiner.
Approved for rheumatism and injury to left ankle and debility $12.00 from Sept 6th 1893.
Jones, A.M.B.
Apr. 26, 1894, Medical Referee.

~~Enlisted~~ appointed Sept 4, 1862 Honorably discharged Jan. 20, 1867 Last paid to ....., at $ 8.00, for rheumatism and injury to left ankle.

..... Pension under other laws at $ ....., for

..... ended

Original declaration, act June 27, 1890, filed Apr. 6, 1891; alleged injury to sight, rheumatism, and malaria.
Apr. 12-'92 alleges injury to left ankle.

PRESENT CLAIM, ACT OF JUNE 27, 1890.

Declaration filed Nov. 8, 1892, alleges increase on pensioned disabilities, impaired sight & hearing, dizziness and vertigo and general debility.

(Writes

0-4

(3—030.)

DECLARATION FOR NAVY INVALID PENSION.

To be executed before a court of record or some officer thereof having custody of its seal.

State of Louisiana
~~County of~~ Parish and City of New Orleans } ss:

On this 30th day of March —, A. D. one thousand eight hundred and eighty-five personally appeared before me, Octave Morel ~~the~~ Notary Public, ~~a court of record~~ within and for the ~~county~~ Parish and State aforesaid, Martin Freeman, aged 71 years, a resident of the City of New Orleans, ~~county of~~ Parish of Orleans State of Louisiana, who, being duly sworn according to law, declares that he is the identical Martin Freeman who enlisted served as Acting 3rd Lieut and Pilot in the Naval Service of the United States at Ship Island on the first day of August, in the year 1862, as appears by his discharge, and was honorably discharged on the 20th day of January in the year 1867, at New Orleans, La; that his personal description is as follows: Age, 71 years; height, 5 feet 9 inches; complexion, Fair; hair, Fair; eyes, Blue. That while in the service aforesaid, and in the line of his duty at Mobile Bay on Board the Flag Ship Hartford, on or about the 25th day of August, 1864, he in the discharge of his duties on board the U.S. Flag Ship Hartford, and subsequently (Here state name or nature of disease, or the location of wound or injury. If disabled by disease, state fully its causes; if by wound or injury, the precise manner in which received.) searching for Torpedoes. He was blown up by one of those Torpedoes, wounded, bruised all over his body, and more particularly his head, his face, both his Eyes, that for over two Months, he was blind, that one of his Eyes was taken out by the Occulist, Dr. Augustin, and that he is now & has been for Many Years past partially blind.

That he was treated in hospitals or vessels as follows: Navy Yard Hospital at Pensacola Fla. (Here state the names or numbers, and the localities of all hospitals in which treated, and the dates of treatment.) in August 1864, and after One Month in Naval Hospital was conveyed to New Orleans, for the surgical attention of Dr. Augustine, Occulist of Naval City.

That he has been employed in the ~~military or~~ naval service otherwise than as stated above on Board as Coxswain of U S Steamer "Cowslip" and subsequently leave of absence (Here state what the service was, whether prior or subsequent to that stated above, and the dates at which it began and ended.) and finally Honorably discharged as will more fully appear by discharge which accompanies and made part of this affidavit, signed Gideon Welles, Secy of the Navy, under date of 20th day of January, 1867.

That since leaving the service this applicant has resided in the State of Louisiana and Temporary in the State of Mississippi, and his occupation of late has been that of a Keeper of a Light House

That prior to his entry into the service above named he was a man of good, sound physical health, being when enlisted Was a Coast Pilot. That he is now partially blind, disabled from obtaining his subsistence by manual labor by reason of his injuries, above described, received in the service of the United States; and he therefore makes this declaration for the purpose of being placed on the invalid pension-roll of the United States. And respectfully claims his arrears of pension from the date of his injuries & wounds in Mobile Bay. He hereby appoints, with full power of substitution and revocation, Conrad Hostetter of the City of New Orleans, State of Louisiana, his true and lawful attorney to prosecute his claim. That he has not received or applied for a pension. That his Post Office address is New Orleans, ~~county~~ of City & Parish of Orleans State of Louisiana.

Claimant's signature: Martin Freeman

Act of June 27, 1890
(3—235.)

NAVY—
INVALID.

Cert. No. 17826

19991

Name, Martin Freeman
Rank, &c. Act. Vol Lt & Pilot U.S. Navy

Agency. { Original Roll: Washington
Transf'd ....., 188 , to .....
" ....., 188 , to ..... }

Class C Fee, $ 10 Issue. 1 Entered

Issued Sept 13, 189
Mailed " 23, 189
Rate and Period, $ 8 from Apr 6, 189

Deductions:

Disability: Rheumatism and injury to left ankle

Class D.C.1 Fee, $ 2 Issue. 2 Entered

Issued Apr 30, 1894
Mailed May 7, 1894
Rate and Period, $ 10 from Sept 6, 1893

Act of June 27, 1890.

Deductions:

Disability: Inability to earn a support to be non-[illegible]

Class ..... Fee, $ ..... Issue. ..... Entered

Issued ....., 188
Mailed ....., 188
Rate and Period, $ ....., from ....., 188

Deductions:

Disability

Class ..... Fee, $ ..... Issue. ..... Entered

Issued ....., 188
Mailed ....., 188
Rate and Period, $ ....., from ....., 188

Deductions:

Disability

DROPPED FROM ROLLS
SEP 18 189
PENSIONER DEAD.

INDORSEMENTS.

Sept. 27/94 Check No. 832324 for $36 — sent to 4th Aud. & advised of death & that a blk. form of affdvt has been sent to alleged wid. & Anna Freeman, Pascagoula, Miss. advised as above & blk. enclosed. W.J.H.

Accrued Pensions
ACT OF MARCH 2, 1895.
Accrued Pension Certificate and Order issued Oct 24 1898

Cu wid. Rf 13089.

U. S. Flag Ship Hartford
Mobile Bay
November 6th 1864

Sir,

I have the honor to acknowledge the receipt of my appointment as an Acting Volunteer Lieutenant in the Navy of the United States on temporary service for special service as a Pilot and gratefully accept the same.

Enclosed is the oath required by the Department.

Very Respectfully
Your Obedient Servant
Martin Freeman
Act. Vol. Lieutenant

Hon: Gideon Welles
Secretary of the Navy
Washington

Forwarded
D. G. Farragut
Rear Admiral

Having been appointed an Acting Volunteer Lieutenant in the United States Navy on temporary service for special service as a Pilot

I, Martin Freeman, do solemnly swear (or affirm) that I have never voluntarily borne arms against the United States since I have been a citizen thereof; that I have voluntarily given no aid, countenance, counsel, or encouragement to persons engaged in armed hostility thereto; that I have neither sought, nor accepted, nor attempted to exercise the functions of any office whatever, under any authority, or pretended authority, in hostility to the United States; that I have not yielded a voluntary support to any pretended government, authority, power, or constitution, within the United States, hostile or inimical thereto. And I do further swear (or affirm) that, to the best of my knowledge and ability, I will support and defend the Constitution of the United States against all enemies, foreign or domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter: So help me God.

..... ss. Martin Freeman

Sworn and su[illegible] before me, this 7th day of November, 1864.

P. Drayton Captain U.S. Navy

The annexed blanks are to be filled by all Officers subscribing to the above oath.

State or Territory in which born.	State or Territory from which app'd.	State or Territory of which a citizen.	Date of birth.
Germany		Louisiana	May 18th 1814

COPY
from
THE NATIONAL ARCHIVES
Record Grp. No. ——
Accept.
Ast. Lib. D.
RG 45, Naval Records Collection
of the Office of Naval
Records and Library

REPRODUCED AT THE NATIONAL ARCHIVES

Very respectfully, your obedient servant,
(signed). D.G. Farragut,
Commanding W.G. Blockading Squadron

Hon. Gideon Welles,
Secretary of the Navy.

Extract II.

Flagship Hartford W.G.B. Squadron,
August 29, 1864.

Sir,

I regret to report to the Department the following casualties resulting from the accidental explosion of a torpedo on the 20th instant:

× × × × × ×

Wounded Seriously.— Pilot Martin Freeman of the Hartford:-

× × × × × ×

Very respectfully, Your obedient servant,
D.G. Farragut,
Rear-Admiral.

Hon. Gideon Welles,
Secretary of the Navy, Washington.

Commending him to your favorable

REPRODUCED AT THE NATIONAL ARCHIVES

Sir: × × × × × × × × × × × × × × × × × ×

The last of my staff and to whom I would call the attention of the Department, is not the last in importance. I mean Pilot Martin Freeman. He has been my great reliance in all difficulties in his line of duty. During the action he was in the main-top piloting the ships into the bay. He was cool and brave throughout, never losing his self-possession. The man was captured early in the war in a fine fishing-smack which he owned and though he protested that he had no interest in the war, and only asked the privilege of fishing for the fleet, yet his services were too valuable to the captors as a pilot not to be secured. He was appointed a first-class pilot, and has served us with zeal and fidelity, and has lost his vessel which went to pieces on Ship Island. I commend him to the Department.

× × × × × ×

COPY
from
THE NATIONAL ARCHIVES
Record Group No. 15
Person File
WC13089

Navy Department,

Bureau of Navigation and Office of Detail,

Washington, 20th September, 1866.

Sir:

You are hereby detached from the Gulf Squadron (command of the U.S.S. Cowslip), and a Leave of Absence is granted to you for four (4) months from this date; at the expiration of which time, you will consider yourself as **Discharged** from the Naval service. If you are entitled to an **Honorable Discharge**, one will be sent to you bearing the date of the expiration of this Leave of Absence.

Keep the Bureau informed of your address.

By direction of the Secretary of the Navy:

Chief of Bureau.

Acting Volunteer Lieutenant and Pilot,
Martin Freeman
U. S. Navy,
Gulf Squadron.

Forwarded
Jas Alderston
Commodore
Comdg Gulf Squadron

Commo: Winslow

REPRODUCED AT THE NATIONAL ARCHIVES

PENSION OFFICE
U APR 18 1885 S
CHIEF CLERK.

U. S. Flagship Tennessee (1st Rate)

New Orleans, La.,
March 29, 1885.

Hon. J. C. Black,
Commissioner of Pensions,
Washington, D.C.

Sir,

Martin Freeman who served as a pilot in the Navy during the war of the Rebellion is an applicant for a pension from the United States Government. As I served in the same squadron with Mr. Freeman and witnessed his gallant conduct during the battle of Mobile Bay in August 1864, I take pleasure in stating that no person has ever more fairly earned a pension than he.

In support of his claim I call attention to the following extracts from the official reports of Rear Admiral D. G. Farragut, which are filed in the Navy Department.

Extract I.

United States Flagship Hartford,
Mobile Bay, August 12, 1864.

EXPLOSION OF A TORPEDO IN MOBILE BAY.

List of killed and wounded.

FLAG-SHIP HARTFORD, W. G. B. SQUADRON,
August 29, 1864.

SIR: I regret to report to the department the following casualties resulting from the accidental explosion of a torpedo on the 26th instant:

Killed.—Charles E. Milliken, ordinary seaman, of the United States steamer Seminole.

Mortally wounded and since dead.—John Miller, seaman, Seminole; Robert G. White, seaman, Seminole; George Thompson, seaman, Seminole; Isaac Young, ordinary seaman, Seminole.

Wounded seriously.—Pilot Martin Freeman, of the Hartford; Acting Ensign John White, of the Metacomet, face badly cut and his body bruised; H. J. O'Brien, quartermaster of Metacomet, lost his right arm; William Howard, landsman of Metacomet, lost his right arm; James McDonald, seaman, lost an eye, also of the Metacomet; Charles White, boatswain of Seminole, leg fractured.

Slightly wounded.—Henry Chester, seaman, Seminole; Edward Mann, ordinary seaman, Seminole; Thomas Webster, landsman, Seminole. In all, fourteen, to wit: Killed and mortally wounded, five; wounded seriously, six; wounded slightly, three.

As the department has been advised, the rebels had planted a great number of torpedoes to guard the channel into Mobile bay, leaving only that portion clear which is immediately adjacent to Fort Morgan.

After the surrender I ordered the gradual removal of these obstructions. On the first day five of them were taken up and safely removed to the shore; and of these four were found to be so injured by immersion as to be perfectly harmless, one only being dry. On the second occasion five more were taken up and towed on shore, but becoming entangled with the ropes, the men having grown careless, collected around and pulling and hauling them different ways, caused the explosion which resulted in the killing and wounding of the men above named.

As it is absolutely necessary to free the channel of these torpedoes, I shall continue to remove them, but as every precaution will be used I do not apprehend any further accident.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

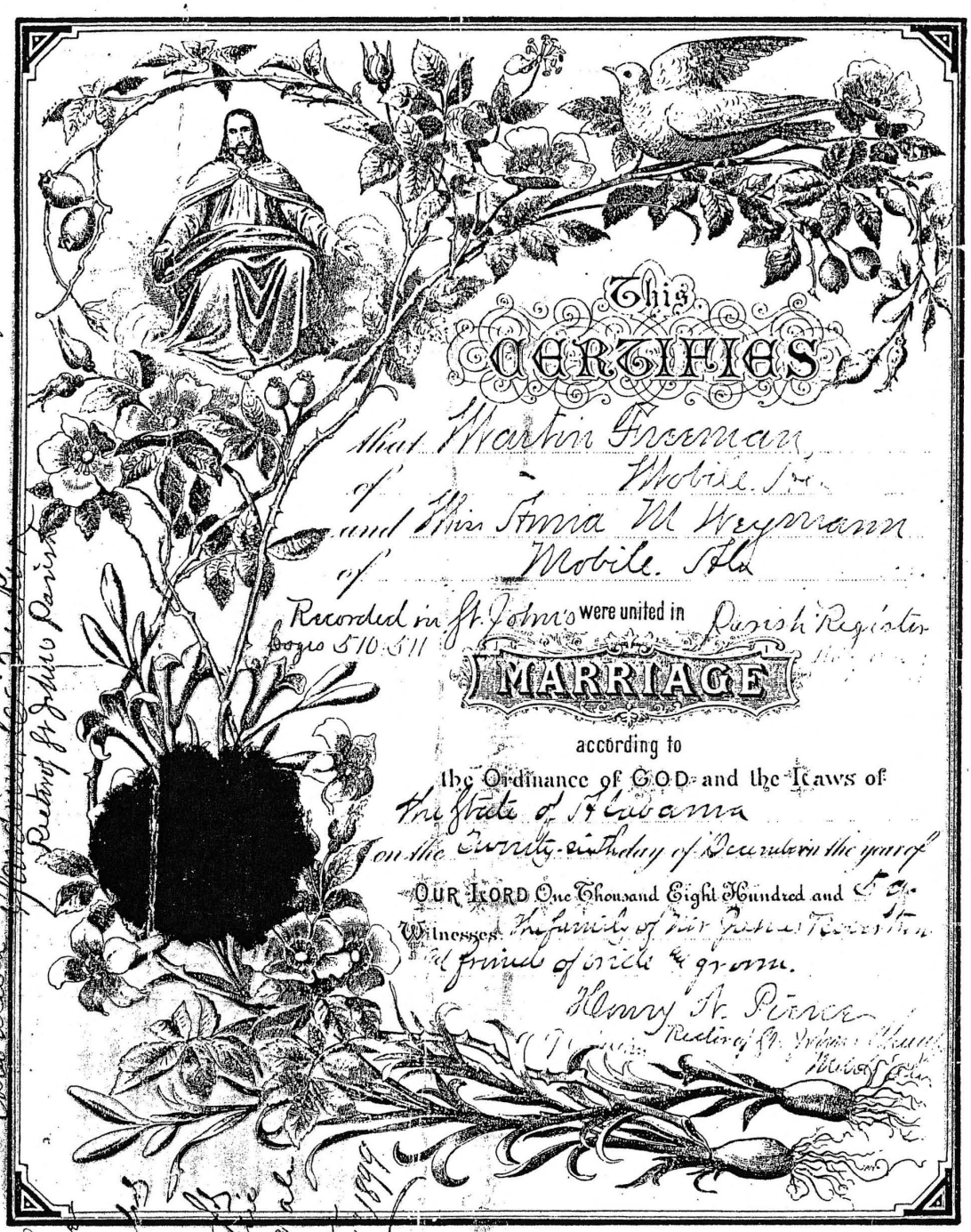
REMOVING TORPEDOES IN MOBILE BAY.

Report of Rear-Admiral D. G. Farragut.

FLAG-SHIP HARTFORD,
Mobile Bay, September 13, 1864.

SIR: In my despatch, No. 317, I reported to the department that we were engaged in removing the torpedoes in Mobile bay, planted in the main ship channel.

The work is still progressing, and up to the present time twenty-one (21) have been taken up, all of which had been placed between the two buoys referred to in my reports. This part of the channel is now believed to be clear, for



This

CERTIFIES

that Martin Freeman
of Mobile Ala.
and Miss Maria M Weymann
of Mobile Ala
were united in

Recorded in St. John's Parish Register
Books 510-511

MARRIAGE

according to
the Ordinance of GOD and the Laws of
the State of Alabama
on the Twenty-eighth day of December in the year of
OUR LORD One Thousand Eight Hundred and Sixty
Witnesses: The family of the parties, Tom Martin
and friends of bride & groom.

Henry N. Pierce
Rector of St. John's Church
Mobile Ala.

Published by Ernst Kaufmann 330 Pearl Street, NEW YORK.

Hereby certify that I am the legal custodian of the Parish Records of St. John's Church, and that the following certificate is a full and true copy of an entry in said Records which was apparently made by competent authority, on or about the date of the event thereby chronicled. Also, I have hereunto

Subscribed my name to be
same this 30th
day of September
A.D. 1897
Witness my hand
Notary Public
Orleans Parish
My commission
expires May 1, 1899

REPRODUCED AT THE NATIONAL ARCHIVES

2930 a/c

Navy Department.

Washington 14th May 1885

BUREAU OF MEDICINE AND SURGERY
MAY 21 1885
RECEIVED
CLERK

Sir,

In reply to your letter of the 30th ultimo, you are informed that Martin Freeman was appointed Pilot of the "Calhoun" Septr 4th, 1862 (as appears from the rolls on file in the Office of the Fourth Auditor), and his name was borne on the "Pensacola" from that date to December 3, 1862; on the "Susquehanna" from December 4, 1862, to April 17, 1863; on the "Colorado" from April 18, 1863, to January 15, 1864; and on the "Hartford" from January 16 to October 17, 1864. He was appointed an Acting Volunteer Lieutenant and Pilot October 18th, 1864, and served on the "Hartford"

REPRODUCED AT THE NATIONAL ARCHIVES

to November 30, 1864; on the "Sam Houston" from December 1, 1864, to August 31, 1865; on the "Paul Jones" from September 1, to December 31, 1865; at the Washington Navy Yard from January 1 to February 20, 1866; on the "Cowslip" (in command) from February 21 to August 29, 1866; was in the Hospital at Pensacola, Fla., from August 30 to September 26, 1866; and was on duty connected with iron-clads in ordinary at New Orleans from September 27th, 1866, to January 20, 1867, when he was honorably discharged, having been previously granted leave of absence.

(Claim No. 210 Navy Invalid, F.R.)

By direction of the Secy of the Navy:

Respectfully,

Jno. W. Hogg

Chief Clerk.

Hon:-

John C. Black,

Commissioner of Pensions

Washington, D.C.

COPY
from
THE NATIONAL ARCHIVES
[illegible]

Vol. Officers
No 4

RG 45, Naval Records Collection
of the Office of Naval
Records and Library

364

Bu: of Navigation & Office of Detail.
February 20, 1866.

Sir:

You are hereby detached from the U. S. S. "Idaho" (1st Rate) and you will report to Commr Chas H. Bell, Comdt Navy Yard, for duty on board the U. S. Steamer "Manoosick" (3d Rate)

By direction of the Secy of the Navy.
Respy Thornton A. Jenkins, Chief of Bu:

a Ensign 77 S. E. Merrihew,
New York.

Bu: of Navigation & Office of Detail.
20th February 1866.

Sir:

Proceed to Pensacola Florida and report to Acting Rear Admiral H. K. Thatcher, for command of the U. S. Steamer "Cowslip" (4th Rate)

By direction of the Secy of the Navy.
Respy Thornton A. Jenkins, Chief of Bu:

a Vol Lieut & Pilot 74 Martin Freeman.
Washington, D.C.

Bu: of Navigation & Office of Detail.
February 20th 1866.

Sir:

Proceed to New York without delay, and report to Commr C. H. Bell, for such duty as he may assign you.

By direction of the Secy of the Navy.
Respy Thornton A. Jenkins, Chief of Bu:

a Ensign 82 C. H. Armstrong.
North Truro, Mass.

Bu: of Navigation & Office of Detail
February 20th 1866.

Sir:

Report to Commr C. H. Bell, Comdt Navy Yard, New York without delay, for such duty as he may assign you.

By direction of the Secy of the Navy
Respy Thornton A. Jenkins, Chief of Bu:

a Ensign 79 C. M. Hicks.
Brooklyn, 320 Pearl Street.

Bu: of Navigation & Office of Detail.
20th September, 1866.

Sir:

You are hereby detached from the Gulf Squadron (commanding of the U.S.S. "Cowslip") and a Leave of Absence is granted to you for four (4) months from this date: at the expiration of which time, you will consider yourself as Discharged from the Naval service. If you are entitled to an Honorable Dis-charge, one will be sent to you bearing the date of the ex-piration of this Leave of Absence. Keep the Bureau informed of your address.

14/

By direction of the Sec'y of the Navy.
Respy Thornton A. Jenkins, Chief of Bu:

a Vol Lt & Pilot Martin Freeman.
Gulf Squadron.

Bu: of Navigation & Office of Detail.
September 20, 1866.

Sir:

Proceed to New York, and take passage in the Steam Ship "Guiding Star" which leaves New York on the 22d instant for "St Thomas" W.I.: and on your arrival there report to Captain J B. Bissell for duty on board the U.S.S. "Monongahela".

24/

By direction of the Sec'y of the Navy.
Respy Thornton A. Jenkins, Chief of Bu:

a a Surgeon C W Knight.
322 Chestnut Street Phila Pa
Care Mc Elvaine & Bacon.

Bu: of Navigation & Office of Detail.
20th September, 1866.

Sir:

Transmitted herewith is your promotion to the grade of Acting Passed Assistant Surgeon in the Navy of the United States on temporary service, the receipt of which you will ac-knowledge to the Bureau.

14/

Respy Thornton A. Jenkins, Chief of Bu:

a Pd a Surgeon William L. Wheeler.
U.S.S. "Dai" Navy Yard, New York.

Jackson-George Regional Library

VETERANS MEMORIAL PARK
P.O. BOX 900, DEPT. C
LAKE CHARLES, LA 70602
PHONE.. (318) 491-1256

Congressional Medal of Honor Survey

Name: MARTIN FREEMAN Rank: PILOT (Union)

Branch: U.S.NAVY

Unit: U.S.S. HARTFORD

Date of Birth: 18-May-1814

Place of Birth: Germany

Entered Service: When: 8-7-1862 Where: New Orleans, La

Place & Date of Action: 5-August-1864 Battle of Mobile Bay, Al.

Date CMH Issued: 31-December-1864

Present Address (if living):

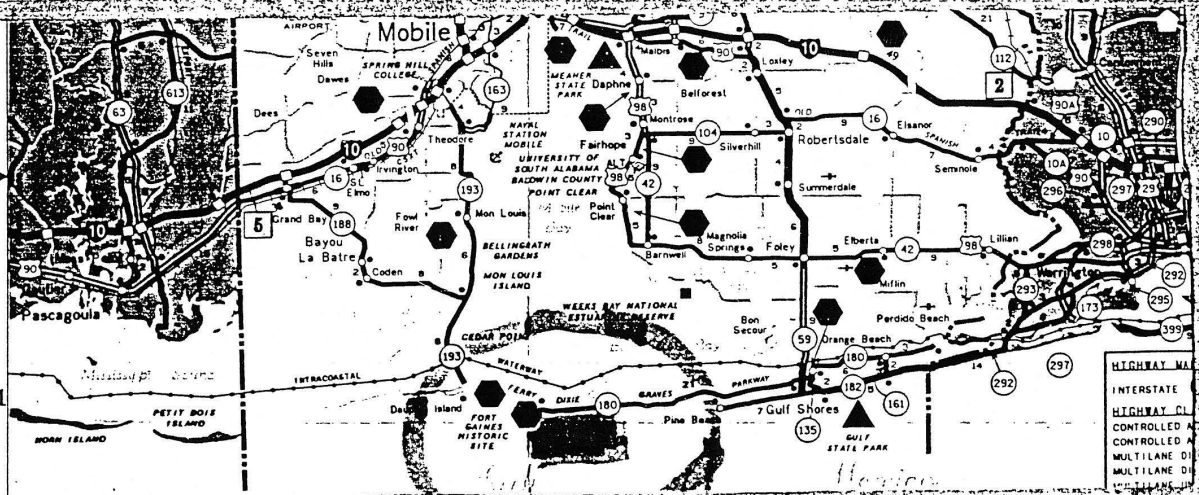
Date and Place of Burial: *9-11-1894, Greenwood Cemetery, Pascagoula, Miss*

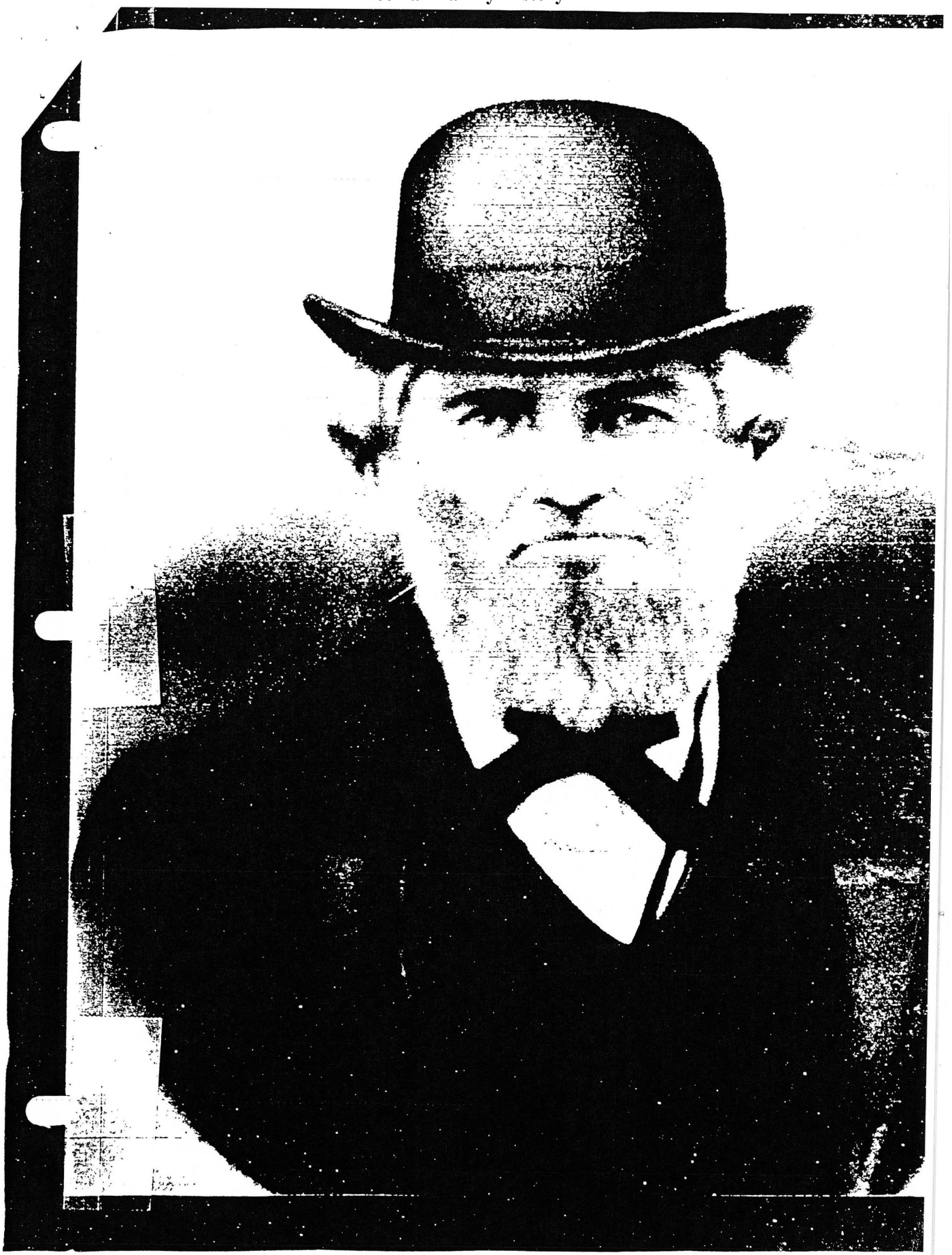
Additional Notes:

Citation

Martin Freeman
(Union)

As pilot of the flagship, U. S. S. Hartfort during action against Fort Morgan, rebel gunboats and the ram Tennessee, in Mobile Bay, 5 August 1864. With his ship under terrific enemy shellfire, Freeman calmly remained at his station in the maintop and skillfully piloted the ship into the bay. He rendered gallant service throughout the prolonged battle in which the rebel gunboats were captured or driven off, the prize ram Tennessee forced to surrender, and the fort successfully attacted.





FARRAGUT'S PILOT MARTIN FREEMAN BRAVED ENEMY FIRE ON MAINTOP

CITATOPM SUPPLEMENT No. 790. Pilot, USS HARTFORD. (93: MOHR, 1968). A. Place of birth: Germany. Residence at time entering service: Louisiana. B. Unknown Locale deletion is indicated with service accreditation to Louisiana on Basis A.

Martin Freeman was born on May 18, 1814 in Germany. His marriage certificate indicates that he married Anna M. Weymann December 26, 1859 in Mobile, ALabama stated residence of both celebrants. On August 1, 1862 Martin Freeman enlisted in the Navy at Ship Island, LA. On September 4, 1862 he was appointed Pilot of the USS CALHOUN . Pilot Freeman also saw service on the USS PENSACOLA, SUSQUEHANNA, AND COLORADO. On January 16, 1864 he became pilot of the USS HARTFORT, flagship of Admiral Farragut's fleet. During the assault on the CSA TENNESSEE Martin Freeman stationed himself in the maintop about Admiral Farragut's position in the futtock shrouds where he exposed himself to enemy fire. He was badly wounded in this action. As a result he was partially blinded and later declared an invalid. On January 20, 1867 he was honorably discharged in New Orleans, LA.

In his later years he moved to Pascagoula, Mississippi . He was known to be employed as a light house keeper. He died there on September 11, 1894 His remains were buried in the Greenwood Cemetery in Pascagoula, MS. His medal, an 1862 type is at the Old Spanish Fort and Museum, 200 Fort Street, Pascagoula. It's reverse is inscribed PERSONAL VALOR/ MARTIN FREEMAN/ PILOT/ USS HARTFORD/ MOBILE BAY/ AUGUST 5, 1864.

References: Certificate of Marriage, St. John's Parish, Mobile, Alabama. Beyer and Keydel. DEEDS OF VALOR. Vol. II, p.71. Affadavid of Loyalty executed by Recipient dated November 6, 1864. Declaration for Navy Invalid Pension by Recipient dated March 30, 1885.

Contributor: Mrs. Henry Gauteir, 709 Columbus Drive, Pascagoula, MS 395 of the Jackson County, MS Historical Society.

(3—030.)

DECLARATION FOR NAVY INVALID PENSION.

To be executed before a court of record or some officer thereof having custody of its seal.

State of Louisiana
~~County of~~ Parish & City of New Orleans } ss:

On this 10th day of March —, A. D. one thousand eight hundred and eighty-five personally appeared before me, Octave Morel the Notary Public, ~~a court of record~~ within and for the ~~county~~ Parish and State aforesaid, Martin Freeman, aged 71 years, a resident of the City of New Orleans, ~~county of~~ Parish of Orleans State of Louisiana, who, being duly sworn according to law, declares that he is the identical Martin Freeman who enlisted (served as Acting 3d Lieut and Pilot) in the Naval Service of the United States at Ship Island on the first day of August, in the year 1862, as appears by his discharge, and was honorably discharged on the 20th day of January in the year 1867, at New Orleans La; that his personal description is as follows: Age, 71 years; height, 5 feet 9 inches; complexion, Fair; hair, Fair; eyes, Blue. That while in the service aforesaid, and in the line of his duty at Mobile Bay on Board the Hay Ship Hartford, on or about the 25th day of August, 1864, he in the discharge of his duties on board the U.S. Hay Ship Hartford, and during an engagement (Here state name or nature of disease or the location of wound or injury. If disabled by disease, state fully its causes; if by wound or injury, the precise manner in which received.) Leading for Torpedoes, he was blown up by one of these Torpedoes, wounded, bruised all over his body, and more particularly his head & his face, but his Eyes that for over two Months, he was blind, that one of his Eyes was taken out by the Accident, Dr. Augustin and that he is now & has been for the last past partially blind.

That he was treated in hospitals or vessels as follows: [illegible]

te of Louisiana, who, being duly sworn according to law, declares that he is the served as Acting Ast. Paint and Pilot
ntical Martin Freeman who enlisted in the Naval Service of the United States
Ship Island on the first day of August, in the year 1862, as
reason by his discharge, and was honorably discharged on the 20th day of January
he year 1867, at New Orleans La.; that his personal description is as follows:
e, 71 years; height, 5 feet 9 inches; complexion, Fair; hair, Fair;
s, Blue. That while in the service aforesaid, and in the line of his duty at Mobile Bay on Board
ag Ship Hartford, on or about the 25th day of August, 1864,
in the discharge of his duties on board the U.S. Flag Ship Hartford, and subsequently
(Here state name or nature of disease, or the location of wound or injury. If disabled by disease, state fully its cause; if by wound or injury, the precise manner in which
dine for Torpedoes. he Was blown up by one of these Torpedoes, Wounded bruised
ived.)
over his body, and More particularly his head & his face, both his Eyes,
at for over two Months, he was blind, that one of his Eyes was taken
by the Occulist Dr. Augustin and that he is now & has been for Many
s past partially blind.

at he was treated in hospitals or vessels as follows: Navy Yard Hospital at Pensacola Fla
(Here state the names or numbers, and the localities of all hospitals in which treated, and the
August 1864 and after One Month in Naval Hospital
s of treatment.)
was Removed to New Orleans for the Longest attention of Dr.
ustine, Occulist of Naval City.
at he has been employed in the ~~military or~~ naval service otherwise than as stated above on Board Com-
(Here state what the service
of U S Steam "Cuyslip" and subsequently leave of absence and finally Honor
ge, whether prior or subsequent to that stated above, and the dates at which it began and ended.) ably discharged as will more fully appear by discharge papers annexed and made
of this affidavit signed by Gideon Welles, Secy of the Navy under date of 20th
January 1867.
at since leaving the service this applicant has resided in the State of Louisiana and
the State of Mississippi, and his occupation has been that of a Keeper of a Light House
at prior to his entry into the service above named he was a man of good, sound physical health, being when enlisted
as a Coast Pilot. That he is now partially blind, disabled from obtaining his subsistence by
nual labor by reason of his injuries, above described, received in the service of the United States; and he therefore
kes this declaration for the purpose of being placed on the invalid pension-roll of the United States. and respectfully
is arrears of pension from the date of his injuries & wounds. in Mobile
. He hereby appoints, with full power of substitution and revocation, Conrad Hostley
the City of New Orleans, State of Louisiana, his true and lawful attorney
prosecute his claim. That he has not received or applied for a pension. That his POST
FICE ADDRESS is New Orleans, ~~county~~ of City & Parish of Orleans
te of Louisiana.

Claimant's signature: Martin Freeman

Also personally appeared James E. Jouett ~~residing at~~ Memorial U. S. Navy and Nine on board U. S. S., ~~residing at~~ Tennessee with fleet of Farragut off Texas persons whom I certify to be respectable and entitled to credit, and who, being by me duly sworn, say ~~they were~~ present and saw him, the claimant, sign his name (or make his mark) to the foregoing declaration; that they have every reason to believe, from the appearance of said claimant and their acquaintance with him, that he is the identical person he represents himself to be; and that they have no interest in the prosecution of this claim. And that the annexed statement & letter to Hon. T. G. Black are true.

Witness: Oct. J. Morel
F. Bermudez

Jas E. Jouett

(Signatures of witnesses.)

SWORN to and subscribed before me this 30th day of March, A. D. 1885, and I hereby certify that the contents of the above declaration, &c., were fully made known and explained to the applicant and witnesses before swearing, including the words _____, erased, and the words _____, added; and that I have no interest, direct or indirect, in the prosecution of this claim.

[L. S.]

Chas. Morel
(Signature.)

J. Montgomery
(Official character.)

NAVY INVALID.

CLAIM FOR PENSION.

ORIGINAL.

Applicant,

U. S. NAVY.

Discharged _____, 18

NAVY INVALID.

FILED BY

PENSION OFFICE
CHIEF CLERK

March 1885

GENERAL SERVICES ADMINISTRATION
NATIONAL ARCHIVES AND RECORDS SERVICE

ORDER FOR PHOTOCOPIES CONCERNING VETERAN

(See reverse for explanation)

DO NOT WRITE IN THIS SPACE

RECEIPT NO. 68116 DATE 10-1-69

SEARCHER AMZ-mls

FILE DESIGNATION Martin Freeman Nav W.C. 13-089

[3—105.]
(PENSIONER DROPPED.)

U. S. Pension Agency,

WASHINGTON, D. C.

Sept. 18, 1894.

Hon. Hen. Lochren,

Commissioner of Pensions.

Sir:

I hereby report that the name of Martin Freeman Actg. V.S.T. & Pilot M.S. Navy, who was a pensioner on the rolls of this Agency, under Certificate No. 17826, and who was last paid at $ 12, to Sept. 4, 1894, has been dropped because of death of pensioner Sept. 11 1894.

(Act 6/27/90)

Very respectfully,

J. L. Nixson

[3,012 a.]

Act of June 27, 1890.

CC **DECLARATION FOR WIDOW'S PENSION.** CC

To be executed before a Court of Record or some officer thereof having custody of its seal, a Notary Public or Justice of the Peace, whose official signature shall be verified by his official seal, and in case he has none, his signature and official character shall be certified by a Clerk of a Court of Record, or a City or County Clerk.

STATE OF Mississippi }
COUNTY OF Jackson } ss:

On this 17 day of Octr, A. D. one thousand eight hundred and ninety-four, personally appeared before me, a Notary Public of the ~~county of~~ within and for the county and State aforesaid Anna Freeman, aged Sixty three years, a resident of the Town of Pascagoula, county of Jackson, State of Mississippi, who, being duly sworn according to law, declares that she is the widow of Martin Freeman, who enlisted under the name of Martin Freeman at (Place not known), on the 1st day of August A. D. 1862, in the capacity of acting Vol. Lieutenant or (Here state rank, company, and regiment, if in Military service, or vessel, if in Navy.) Pilot on Flag ship Hartford and other vessels and served at least ninety days in the late War of the Rebellion, in the service of the United States; who was HONORABLY DISCHARGED Juny 20th 1867, and died September 17th 1894 (The cause of death need not be stated.)

That the soldier was not in the Military or Naval service of the United States except as above stated. (If any other service it should be stated in full.)

That she was married under the name of Anna Wyman, to said Martin Freeman, on the 26th day of December 1859, by Rev Mr Pierce, at Mobile Ala there being no legal barrier to said marriage. Martin Freeman had (If there was a former marriage of claimant or her husband, state it here and how dissolved.) been married before his wife Fanny died about 3 years before affidavit was made with Martin Freeman

That she has not remarried since the death of the said (Name of soldier or sailor.)

That she is a widow without other means of support than her daily labor. That names and dates of birth of all the children now living under sixteen years of age of the soldier are as follows:

all children are over the age of twenty one years, born ....., 18..... born ....., 18.....

..... born ....., 18..... born ....., 18.....

..... born ....., 18..... born ....., 18.....

That she has heretofore applied for pension and the number of her former application is ——

..... That she makes this (Be careful to fill this part of the blank correctly.)

declaration for the purpose of being placed on the pension roll of the United States under the provisions of

Sworn to and subscribed before me this 31st day of October A.D. 1894 and I hereby certify that the contents of the above declaration, etc., were fully made known and explained to the applicant and witnesses before swearing, including the words _____ erased, and the words _____ added; and that I have no interest, direct or indirect, in the prosecution of this claim.

H. F. Krebs
(Signature.)

Notary Public
(Official character.)

The Act of June 27, 1890, requires, in widow's case:

1. That the soldier served at least NINETY DAYS in the War of the Rebellion and was HONORABLY DISCHARGED.
2. Proof of soldier's death (death cause need not have been due to Army service).
3. That widow is "without other means of support than her daily labor."
4. That widow was married to soldier prior to June 27, 1890, date of the Act.
5. That all pensions under this act commence from date of receipt of application in Pension Bureau.

CC (3—0120.) CC

WIDOW'S APPLICATION.

Claimant, _____

Soldier, _____

Service, _____

LAW DIVISION NOV 6 RECEIVED.

Address, _____

ATTORNEY

NOV 9 1894 W. & A. O. RECEIVED

Address, NOV 9 1894

Returned from Law Div.

6-658

Pascagoula Public Library
Local History & Genealogy Department
Freeman Family History

Third. Private property, with the exception of arms, will be respected.

This communication will be handed you by Fleet Captain P. Drayton and Colonel Mayer of the United States army, who fully understand the views of General Granger and myself.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

G. GRANGER,
Major General United States Army.

Colonel C. D. ANDERSON,
Commanding Fort Gaines.

ATTACK ON THE DEFENCES OF MOBILE.

Detailed report of Rear-Admiral D. G. Farragut.

UNITED STATES FLAG-SHIP HARTFORD,
Mobile Bay, August 12, 1864.

SIR: I had the honor to forward to the department, on the evening of the 5th instant, a report of my *entree* into Mobile bay on the morning of that day, and which, though brief, contained all the principal facts of the attack.

Notwithstanding the loss of life, particularly on this ship, and the terrible disaster to the Tecumseh, the result of the fight was a glorious victory, and I have reason to feel proud of the officers, seamen, and marines of the squadron under my command, for it has never fallen to the lot of an officer to be thus situated and thus sustained. Regular discipline will bring men to any amount of endurance, but there is a natural fear of hidden dangers, particularly when so awfully destructive of human life as the torpedo, which requires more than discipline to overcome.

Preliminary to a report of the action of the fifth, I desire to call the attention of the department to the previous steps taken in consultation with Generals Canby and Granger. On the 8th of July I had an interview with these officers on board the Hartford, on the subject of an attack upon Forts Morgan and Gaines, at which it was agreed that General Canby would send all the troops he could spare to co-operate with the fleet. Circumstances soon obliged General Canby to inform me that he could not despatch a sufficient number to invest both forts, and, in reply, I suggested that Gaines should be the first invested, engaging to have a force in the sound ready to protect the landing of the army on Dauphin island, in the rear of that fort, and I assigned Lieutenant Commander De Krafft, of the Conemaugh, to that duty.

On the 1st instant General Granger visited me again on the Hartford. In the mean time the Tecumseh had arrived at Pensacola, and Captain Craven had informed me that he would be ready in four days for any service. We therefore fixed upon the fourth of August as the day for the landing of the troops and my entrance into the bay, but owing to delays mentioned in Captain Jenkins's communication to me the Tecumseh was not ready. General Granger, however, to my mortification, was up to time, and the troops actually landed on Dauphin island.

As subsequent events proved, the delay turned to our advantage, as the rebels were busily engaged during the 4th in throwing troops and supplies into Fort Gaines, all of which were captured a few days afterward.

The Tecumseh arrived on the evening of the fourth, and everything being propitious, I proceeded to the attack on the following morning.

As mentioned in my previous despatch, the vessels outside the bar, which were designed to participate in the engagement, were all under way by forty min-

Pascagoula Public Library
Local History & Genealogy Department
Freeman Family History

States navy, was in command of the Tennessee, and came on board the flag-ship, to surrender his sword, and that of Admiral Buchanan. The surgeon, Doctor Conrad, came with him, stated the condition of the admiral, and wished to know what was to be done with him. Fleet Surgeon Palmer, who was on board the Hartford during the action, commiserating the sufferings of the wounded, suggested that those of both sides be sent to Pensacola, where they could be properly cared for. I therefore addressed a note to Brigadier-General R. L. Page, commanding Fort Morgan, informing him that Admiral Buchanan and others of the Tennessee had been wounded, and desiring to know whether he would permit one of our vessels, under a flag of truce, to convey them, with or without our wounded, to Pensacola, on the understanding that the vessel should take out none but the wounded, and bring nothing back that she did not take out. This was acceded to by General Page, and the Metacomet proceeded on this mission of humanity.

I enclose herewith the correspondence with that officer, (marked numbers one, two, three, and four.) I forward also the reports (marked numbers five, six, seven, eight, nine, ten, eleven, twelve, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, and twenty-one) of the commanding officers of the vessels who participated in the action, and who will no doubt call attention to the conduct of such individuals as most distinguished themselves.

As I had an elevated position in the main rigging near the top, I was able to overlook not only the deck of the Hartford, but the other vessels of the fleet. I witnessed the terrible effects of the enemy's shot, and the good conduct of the men at their guns, and although no doubt their hearts sickened, as mine did, when their shipmates were struck down beside them, yet there was not a moment's hesitation to lay their comrades aside, and spring again to their deadly work.

Our little consort, the Metacomet, was also under my immediate eye during the whole action up to the moment I ordered her to cast off in pursuit of the Selma. The coolness and promptness of Lieutenant Commander Jouett throughout merit high praise; his whole conduct was worthy of his reputation.

In this connexion I must not omit to call the attention of the department to the conduct of Acting Ensign Henry C. Nields, of the Metacomet, who had charge of the boat sent from that vessel when the Tecumseh sunk. He took her in under one of the most galling fires I ever saw, and succeeded in rescuing from death ten of her crew, within six hundred yards of the fort. I would respectfully recommend his advancement. The commanding officers of all the vessels who took part in the action deserve my warmest commendations, not only for the untiring zeal with which they had prepared their ships for the contest, but for their skill and daring in carrying out my orders during the engagement. With the exception of the momentary arrest of the fleet when the Hartford passed ahead, and to which I have already adverted, the order of battle was preserved, and the ships followed each other in close order past the batteries of Fort Morgan, and in comparative safety too, with the exception of the Oneida. Her boilers were penetrated by a shot from the fort, which completely disabled her, but her consort, the Galena, firmly fastened to her side, brought her safely through, showing clearly the wisdom of the precaution of carrying the vessels in two abreast. Commander Mullany, who had solicited eagerly to take part in the action, was severely wounded, losing his left arm.

In the encounter with the ram the commanding officers obeyed with alacrity the order to run her down, and without hesitation exposed their ships to destruction to destroy the enemy.

Our iron-clads, from their slow speed and bad steering, had some difficulty in getting into and maintaining their position in line as we passed the fort, and in the subsequent encounter with the Tennessee, from the same causes were not as effective as could have been desired, but I cannot give too much praise to

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Local History & Genealogy Department
Freeman Family History

Lieutenant Commander Perkins, who, though he had orders from the department to return north, volunteered to take command of the Chickasaw, and did his duty nobly.

The Winnebago was commanded by Commander T. H. Stevens, who volunteered for that position. His vessel steers very badly, and neither of his turrets will work, which compelled him to turn his vessel every time to get a shot, so that he could not fire very often, but he did the best under the circumstances.

The Manhattan appeared to work well, though she moved slowly. Commander Nicholson delivered his fire deliberately, and, as before stated, with one of his fifteen-inch shot broke through the armor of the Tennessee, with its wooden backing, though the shot itself did not enter the vessel. No other shot broke through the armor, though many of her plates were started, and several of her port-shutters jammed by the fire from the different ships.

The Hartford, my flag-ship, was commanded by Captain Percival Drayton, who exhibited throughout that coolness and ability for which he has been long known to his brother officers. But I must speak of that officer in a double capacity. He is the fleet-captain of my squadron, and one of more determined energy, untiring devotion to duty, and zeal for the service, tempered by great calmness, I do not think adorns any navy. I desire to call your attention to this officer, though well aware that in thus speaking of his high qualities I am only communicating officially to the department that which it knew full well before. To him, and to my staff in their respective positions, I am indebted for the detail of my fleet.

Lieutenant J. Crittenden Watson, my flag-lieutenant, has been brought to your notice in former despatches. During the action he was on the poop attending to the signals, and performed his duties, as might be expected, thoroughly. He is a scion worthy the noble stock he sprang from, and I commend him to your attention.

My secretary, Mr. McKinley, and Acting Ensign H. H. Brownell, were also on the poop, the latter taking notes of the action, a duty which he performed with coolness and accuracy.

Two other acting ensigns of my staff, Mr. Bogart and Mr. Heginbotham, were on duty in the powder division, and, as the reports will show, exhibited zeal and ability. The latter, I regret to add, was severely wounded by a raking shot from the Tennessee when we collided with that vessel, and died a few hours after. Mr. Heginbotham was a young married man, and has left a widow and one child, whom I commend to the kindness of the department.

Lieutenant A. R. Yates, of the Augusta, acted as an additional aid to me on board the Hartford, and was very efficient in the transmission of orders. I have given him the command temporarily of the captured steamer Selma.

The last of my staff, and to whom I would call the attention of the department, is not the least in importance. I mean Pilot Martin Freeman. He has been my great reliance in all difficulties in his line of duty. During the action he was in the main-top piloting the ships into the bay. He was cool and brave throughout, never losing his self-possession. This man was captured early in the war in a fine fishing-smack which he owned, and though he protested that he had no interest in the war, and only asked for the privilege of fishing for the fleet, yet his services were too valuable to the captors as a pilot not to be secured. He was appointed a first-class pilot, and has served us with zeal and fidelity, and has lost his vessel, which went to pieces on Ship island. I commend him to the department.

It gives me pleasure to refer to several officers who volunteered to take any situation where they might be useful, some of whom were on their way north, either by orders of the department or condemned by medical survey. The reports of the different commanders will show how they conducted themselves.

FREEMAN FILE

DO NOT CIRCULATE

Pg. 1.

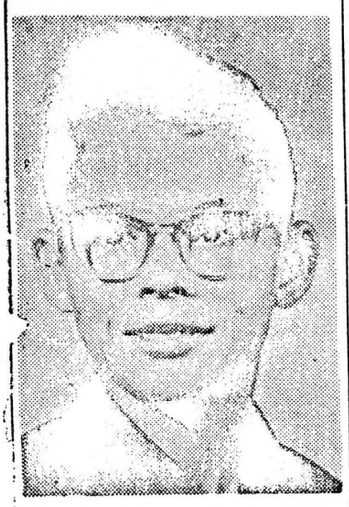
Genealogy File

...es Pennies For Flag

Great-Grandson of Mobile Bay Hero Presents Old Glory To Spanish Fort

This is the story of a boy, lineal decendant of a naval hero, in the war between the states, who wanted the Old Spanish Fort, in Pascagoula, to have a new flag and went to his savings bank for the cash to buy one.

He then presented it to the Jackson County Historical Society, in an impressive ceremony.



Charles Freeman is the 12-year-old boy whose patriotism was inspired by the fact that he is the great-grandson of Captain Martin Freeman, who was pilot on Admiral Farragut's flagship, the USS Hartford, in the action in Mobile Bay in 1864.

Charles also is proud possessor of the medal that was awarded his great-grandfather for saving Admiral Farragut's life.

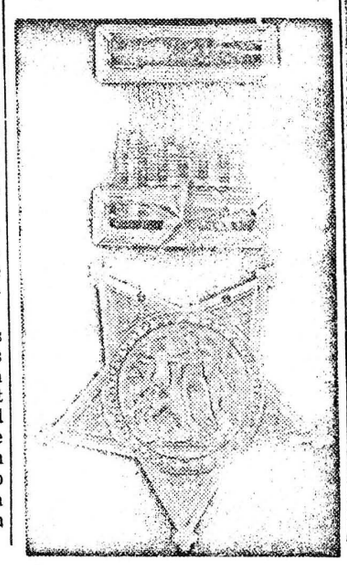
The above pictures show the young man and also the medal. On the reverse side of the medal are the words —

"Personal Valor
Martin Freeman
Pilot
USS Hartford
Aug. 5, 1864."

On June 22nd of this year, in a formal presentation of the flag on the grounds of the old fort at Pascagoula, Charles was signally honored for his patriotism and his thoughtfulness, as the flag he presented the Society was raised aloft while an impressive group of municipal and county officials and members of the Historical Society stood at attention.

The young man saved up his money and without a word to his parents or anyone connected with The Historical Society went forth, when he had accumulated the full amount, purchased the flag and then let it be known that he wished to present it to the fort so that a new American flag could be rippling aloft from the flagpole.

When his request to present the flag was received, Mrs. Hattie Gautier and Mrs. Henry Gautier, president and secretary of the Jackson County Historical Society, were so thrilled by his act that they arranged for a formal presentation, with military escort and invited guests representing the city, county and the Society to be present to lend dignity and formality to the occasion.



bur - Orange Grove Cem.

Fails Funeral Home Records

Elijah Calhoun Byrd - b - 1-15-1883
d - 1-26-1947, Methodist, age 64 - father
Samuel R. Byrd, mother Mary Jane Roberts.
bur - Macpelah -

Larry Gene Ladner - b - 1-8-1945 - d - 1-26-1947 -
father Council Ladner, mother Lettie Daniels,
Perkinston, Miss - Ladner Cem -

Martin Howard Freeman, b - 6-1-1870,
d - 1-29-1947 - age 76 yrs - 7 - mo - father
Martin H Freeman, mother Anna M. Wyman,
both Germany -, bur - Macpelah -

Jacob Ladner - b - 10-28-1866 - d - 2-3-1947
age 80 yr - Episcopal - father Emile Ladner -
bur - Gautier Cem -

Alice O. Avara, b - 1-15-1878, d. 2-5-1947.
age 69 - Baptist, father Edward Parsley,
bur - Macpelah -

Harold Edward Hazen, b - 2-3-1891 - d - 2-7-1947
age 56 - bur - Grand Bay Cem.

Charles H. Behube, b - 12-31-1860 - d - 2-13-1947
age 86 yrs - Episcopal. bur - Gautier Cem -

Freeman

Howard's wife

FERRER

FREEMAN

Nonie L. Freeman, 90, of Pascagoula, died Thursday, Aug. 31, 1995, in Pascagoula, Miss. She was born June 15, 1905, and was a lifelong resident of Pascagoula. She was a member of Our Lady of Victories Catholic Church in Pascagoula, Altar Society and Sodality of O. L. V. Parish. She was preceded in death by her husband, Howard C. Freeman, four sisters, Bernice Curry, Ethel Terreson, Mamie Ferrer, and Helen Nelson; five brothers, Jake, Joe, Albert, Dickey and Carl Ferrer.

Survivors include one daughter, Mrs. Benton (Marion) Trehern, Pascagoula; one son, Mr. Jim (Kay) Freeman, Ocean Springs; 11 grandchildren and eight great-grandchildren.

Visitation will be Saturday, Sept. 2, from 9:30-10:30 a.m. at O'Bryant-O'Keefe Funeral Home, Pascagoula.

Funeral service will be Saturday, Sept. 2, 1995 at 11 a.m. at Our Lady of Victories Catholic Church, Pascagoula.

Interment will be in Machpelah Cemetery, Pascagoula.

Arrangements by O'Bryant-O'Keefe Funeral Home, Pascagoula, Miss.

Services Monday For Mrs. Freeman

Mrs. Helen Augusta Freeman, 78, died Sunday at her residence, 1318 Buena Vista, Pascagoula.

She was a native and lifelong resident of Pascagoula and was a member of Christ Lutheran Church.

Funeral services were scheduled for 2 p.m. Monday at Christ Church with the Rev. L. H. Loesch officiating. Interment to be in Machpelah Cemetery.

Survivors are two sons, Howard and Ernest Freeman, both of Pascagoula; three daughters, Mesdames Mena Chapman, Wilma Grant and Mary Spratley, all of Pascagoula; 13 grandchildren, and 17 great grandchildren.

3-11-58

Mr. and Mrs. Clinton Freeman of Rt. 4, Richton will celebrate their 50th Wedding Anniversary on Sunday, October 7, 1984 with a reception from 2:00 to 4:00 p.m. and a reuniting of vows at 2:00 p.m. at the Zion Rest Missionary Baptist Church on Rt. 4, Richton.

Hosting the reception will be their children, Mr. and Mrs. Carter Brewer, Mrs. Virginia Felts, all of Richton and Mr. and Mrs. T. B. Williams of Quanah, Texas and their grandchildren, Mr. and Mrs. Wayne Felts and Al, Mr. and Mrs. Bobby Ray Young, Jr., all of Richton and Darlaina Brewer and Aletta Brewer of Jackson.

Everyone is cordially invited to attend.

Mr. + Mrs. Clinton Freeman 50th W.R.

us issues of that admirable
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is beautifully printed, and
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Address Daniel F. Beatty,
, N. J., U. S. A.

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Donnevan meriting special commendation. "Waiting," by Miss Baptiste, was loudly encored. There are others whom we would like to mention but time and space forbid our going into further details. The young ladies and gentlemen composing the association have just cause to feel proud of their entertainment, and we hope they will favor the public with such an other one soon. The receipts amounted to about $60.

BULLDOZED BY A BOAR.

A Wild Boar Attacks the Light-house Keeper on Horn Island—A Desperate Fight and Narrow Escape.

On Monday night last Capt. M. Freeman, keeper of the Horn Island light-house, hearing his dogs barking furiously at something, and not understanding what could thus disturb his usually quiet abode, descended from the light-house to find out the cause of the commotion. On reaching the basement he was attacked by a very large wild boar, whose savage attacks in the dark night came near ending Captain Freeman's life. After a desperate struggle of some minutes the Captain, with the assistance of his dogs, succeeded in vanquishing the deadly enemy, though not until the gentleman was severely wounded. He received a painful gash in the back and was bitten several times on the legs. While his wounds are severe they are not dangerous, and we hope he may soon recover. This is the first instance, we believe, of any one being attacked by a wild hog on Horn Island.

AN ALMOST FATAL POISONING.

A Party of Three Persons Nearly Victimized by Some Poisonous Lotion Dropped into a Bottle of Absinthe—James Pope, Colored, Accused of the Act.

On last Sunday evening Jos. Sparenburg, George Miller and Mme. Guichard were engaged in a free and social reunion, and had upon the occasion a bottle of absinthe, of which they indulged in rather freely. It appears they left the room, leaving the bottle sitting upon a table, and returning in a short while each took another drink.

etc., till the hour for dinner arrived. The

THREE TABLES

were spread under the beautiful and majestic old live oaks which border the bayou, and were presided over by Mesdames Park, Perin, Bartlett, Foster, Austin, Nicholson and Clark, to whom great credit is due for their very able and efficient management. There was an abundance of everything good, which was highly enjoyed by the appreciative crowd. A pleasing feature of the day was the presentation of a large and handsome cake to the much beloved and justly popular superintendent,

M. S. PARK,

by Miss Olivia Clark, daughter of our sheriff. The cake was made by her, and was a modest token of the esteem she held for the gentleman who had so long presided over the school. After dinner the school went into an election for May queen, and after a spirited contest the honors fell upon Miss Vergie Perin, one of the many lovely and charming young ladies present, who received the crown in a graceful and modest manner. Then a large bouquet was voted for, which fell to the lot of Mr. R. A. Vaudeve, who made a brief speech in receiving the bouquet from the hands of the superintendent. Thus the time was whiled away till late in the afternoon, when the gathering dispersed to their various homes, all happy and satisfied with the day's enjoyments. We found the citizens of Ocean Springs

VERY HOSPITABLE AND SOCIABLE,

and ever ready to extend any courtesies in their power to strangers visiting them, and the town is filling up with good, substantial citizens. Mr. Fontz, of Paducah, Ky., and Mr. Leftwitch, of Tuscaloosa, Ala., have recently bought property there, and will be quite an acquisition to the place. Since our last visit many improvements have been added to the village in the way of new houses, banquettes, etc., and we were informed that the improvement society were at work, and that many other valuable additions were in contemplation. As a summer resort Ocean Springs is not surpassed on the coast, and ere long will be quite a city. The bathing is excellent, and there are several large springs in town, the waters of which are said to be highly beneficial to invalids.

May 18 1877
Star of Pasc.

—The River Side House so well kept by Mrs. M. A. Andrews, is ready to receive boarders by the day, week or month.

—Circuit Court for this county convenes here next Monday for a two weeks term. Juries had better take notice and be on hand early.

—The Rev. Thomas Price will preach at Noy's Hall next Sunday at 11 o'clock a.m. and at night. Also at Union church at 3 p. m. same day.

—B. F. Pickett's Star Livery Stable is the place to get a conveyance that will give satisfaction in every respect. Customers served on short notice.

—Mr. J. C. Heidelberg, whom we noticed last week as being at the point of death, is, we are glad to say, still living, and is probably somewhat improved.

—Capt. Martin Freeman is building a fine residence at Pascagoula, adjoining the one of his son-in-law, Mr. Leonard Lavisa. Messrs. Conroy and Dodson are the contractors.

—The trustees of the Methodist church met last Monday and opened the sealed bids for building the church. W. H. Nix and G. W. Taggert were the lowest bidders, and the contract was awarded them at $[illegible].

—Those who attend Court next week will find comfortable quarters with good fare at the River Side House, at the foot of Dalmas Avenue, within three minutes walk of the Court and Courthouse. Terms very moderate.

—Last Friday night about midnight the residence of Mrs. Mary Dunn, in Pascagoula, was discovered to be on fire, and was extinguished without much damage. It was the work of an incendiary, as kindling wood saturated with coal oil was found in each of the rooms.

to justice. The entire community is interested and every one should assist.

The Mass Meeting.

Next Monday is the day appointed for the meeting of our county Democratic Mass Meeting. At that meeting delegates are to be elected to represent this county in the coming State Convention, which will be convened at Jackson for the purpose of making nominations of State officers to run on the Democratic ticket. Delegates are to be elected also to represent Jackson county at the Senatorial Convention of this Senatorial District, now composed of Jackson, Harrison and Hancock counties.

Appropriate resolutions will also be in order, and the chosen delegates are to go instructed or untrammelled *as the people may choose.* As court will be in session on the day of the meeting a good attendance is expected. We hope there will be no scramble, or anything to occasion our house to be divided against itself.

Quarterly Conference.

SEASHORE DISTRICT—SECOND ROUND.

Augusta, at Augusta.....	April 4,	5
Pearlington, at Pearlington...	11,	12
Whittington, at Whittington...	11,	12
Vancleave, at Oak Grove.....	11,	12
Seashore, at Scotts.....	18,	19
Ocean Springs, at Handsboro..	25,	26
Moss Point station.....	25,	26
Americus, at Caswell Springs..		30
Scranton, at Orange Grove....	May 2,	3

B. S. RAYNER, P. E.

Attending the circuit court of Wayne county on Monday were M. M. Evans, Esq., candidate for Secretary of State; Col. A. Y. Herring, candidate for Attorney General; and Col. J. H. Duke, candidate for State Treasurer. Each gentleman was received with a cordiality betokening the appreciation in which the people hold the rights and services of those on whom they confer their preferences, and each gentleman leaves in Wayne the most satisfactory impressions of high character and undoubted

The returns of the c[illegible] in 1882 give the popula[illegible] sia in Europe as numbe[illegible] 521, of whom 38,651,97[illegible] and 39,227,544 femal[illegible] with the Grand Duchy [illegible] and other parts of the e[illegible] tal of over 102,000,000.

There is about $4,000[illegible] ed in wild animals in [illegible] states, not including [illegible] There are sixty eleph[illegible] United States, rangi[illegible] from $3000 to $20,000. [illegible] phant is trained and a[illegible] will bring $20,000. Bu[illegible] are stupid and cannot [illegible] never bring over $3000.

During the month of [illegible] United States New [illegible] treasury paid 184,8[illegible] drawn upon the governm[illegible] total amount of money [illegible] by them was $8,390,63[illegible] checks themselves, if p[illegible] on top another, wou[illegible] column seventy-seven [illegible] They weighed 616 pou[illegible]

The salary of the occ[illegible] White House is never [illegible] by the President but is [illegible] in the form of a voucher [illegible] of each month, and sig[illegible] Treasurer of the Unite[illegible] regular order with [illegible] other vouchers. The [illegible] retary is always given [illegible] but the department r[illegible] receipt to be signed by [illegible] dent personally. Th[illegible] voucher is $4,160 66, bu[illegible] the month just closed, [illegible] land drew $3888 87, a[illegible] thur $277 79.

A POPULAR EXPLA[illegible] AD.—The following we [illegible] Washington letter in la[illegible] Atlanta Constitution:— [illegible] talking with the Pre[illegible] concerning the form of [illegible] he said:— [illegible] now an[illegible] well a[illegible]

Pasc. Democrat-Star Apr 17, 188[illegible]

Star of Pascagoula June 1, 1877

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—Mr. W. J. Canty brought to our office yesterday some of the finest beets we have seen this season, one of them measuring thirteen and a half inches in circumference. He will accept our thanks for the favor.

—On the counters of Charley Chidsey will be found all the latest illustrated papers and periodicals of the day—Harper's, Frank Leslie's, Demorest's ladies magazine, Lakeside Library, etc. All sold at publisher's prices.

—The many friends of Dr. J. K. McLeod announce him this week as a candidate for county treasurer. The doctor is a clever gentleman and well suited for that position, and will receive the warm support of his friends.

—The advertisement of Dr. F. Blount & Co., druggists, appears in another column. They have just opened a new drug store, north of the railroad, and invite the public generally to call and see their new and neat establishment.

—For indulging in a little pugilistic exercise, and using "dissipated" language, Sarah James and Catharine Taylor, both colored, were arraigned before Judge Chidsey on last Monday, who dealt out justice to them to the amount of $8 40, which they promptly paid.

—Captain M. Freeman, the gentleman who keeps the government lighthouse on Horn Island, and who was so severely wounded a few weeks since by the savage attacks of a wild boar, was in town on last Saturday. He is doing well and recovering rapidly from his wounds.

—We mean no harm when we kindly advise our citizens along the seashore front to keep inclosed their poultry, pigs, and other stock. We know of a reckless driver in these parts who in several instances, and upon different occasions, has, unintentionally no doubt, run down with his fast team, geese, pigs, etc. Will he stop it?

—In the announcement column will be found the name of John E. Clark as a candidate for re-election as sheriff. Mr. Clark wishes us to say, however, that he is not a candidate for tax assessor, and as the sheriff is not necessarily assessor a candidate for that position may now be in order. Of Sheriff Clark's ability and fitness for the position it is [illegible]

A great many new buildings are being erected, and many others are being enlarged and improved.—[Bay St. Louis Herald.

The same may be said of the towns all along the coast. Pascagoula, Scranton, Moss Point, Ocean Springs, in fact all the places we have visited recently, are improving, and it will not be long before the coast villages will be respectable sized cities.

Bay Shore Resorts.

People from the cities or from the interior who are seeking a pleasant place to spend the summer cannot be suited better than at our beautiful bay-shore city. Fish, oysters, vegetables and fruits are in abundance, and the substantials of life are to be had at city prices. —[Bay St. Louis Herald.

Not only at Bay St. Louis, but at Pascagoula, Ocean Springs, Biloxi, Mississippi City, and at other places along the Mississippi Sound, will our people find the most delightful summer resorts. Living is much cheaper than at the Northern watering places, and the boating, bathing and fishing cannot be surpassed. There is, in these close times, much propriety and policy in saving all the money we can, and what we do spend should be spent at home—especially where the pleasures and accommodations are at least equal.—[Mobile News.

The above is true, not only as regards boating, bathing, etc., but a more beautiful place does not exist than our delightful seashore, as all will testify who have spent one season here. Our boarding-house and hotel accommodations are sufficient for all who wish to come and spend a few pleasant months with us.

A Recherche Event.

We learn that the soiree dansante given by our young men at Scranton Academy on Friday evening of last week, was in every particular a success, and the committee under whose supervision the occasion was managed are justly entitled to the credit due them for their zealous and assiduous efforts in endeavoring to please and satisfy every one present. By 8:30 p.m. the festive party had assembled together, and in a few moments, by music discoursed from the Seashore string band, were merrily and pleasantly engaged in the twirl of the "giddy waltz" and "mazy quadrille." We desire not to comment or particularize personally, but will make

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we are glad to learn he will be again in a few days.

Rev. D. O. Byers, of Moss Point, preached at the Baptist church Sunday night, to an audience as large as the church could conveniently accommodate.

Mrs. J. T. Poe and Mrs. G. Moor, of Mobile, who have been visiting some weeks at Mr. J. T. Maybury's, left for home Tuesday.

Mr. Jas. McFaul, the popular well known stevedore of Pascagoula, came over Sunday night to New Orleans, where he has been engaged in loading a ship.

The DEMOCRAT-STAR job office is the most complete of any in Mississippi, hence we are prepared to do all kinds of job work in any style, plain and ornamental. We duplicate city prices.

Hon. R. Seul, candidate for Senator from this district, was here Tuesday looking well and cheerful spirits. We presume Colonel will have a walk over as we have heard of no opposition to his candidacy.

On Friday, a gay, giddy, gleeless and musical bevy of Moss Point youth passed down to the Pascagoula beach, making the welkin ring out to the tune of "Shawnee Boat," etc. We hope they will have fine weather enough to enable those who went to stand the trip, if they were a little crowded.

[illegible] at Mr. Moore's, a stock of Dry Goods, Notions, etc., including [illegible] Jewelry, Watches, Clocks, Canes and Pocket Knives, which will be sold at the lowest possible price. Boys, [illegible] pleasure in commending them to the society of Moss Point.

—Mrs. J. T. Maybury was called to the sick bed of her nephew, Mr. John Hawthorne, of Mobile, last Tuesday. Some days ago Mr. Hawthorne had the misfortune of having his finger crushed while working at the machine shops of Whistler, Ala., and the wounded member was amputated. The consequent pain was so severe it is feared his life is in danger.

—Messrs. M. V. B. Carey, Jim Krebs, O. D. Moore and Capt. Nat Smith went out to Petit Bois Island last Monday morning and returned Wednesday evening. They made a successful voyage, made a feast of eggs, fish, etc., and returned highly pleased with the trip.

—The steam tug Leo, Capt. H. Colle, left here yesterday evening with a party of friends to witness the marriage of Mr. John Albert Olsen to Miss Helen Henrietta, daughter of Capt. M. Freeman, keeper of the Horn Island lighthouse. The marriage will take place at the lighthouse over the water.

—Last Thursday a portion of the excursionists from Mobile choose this place in preference to Mississippi City in which to spend their holiday. They took in the town and the river, (or rather the river took them in) and when they were tired of listening to the mysterious music they came upon us like the running of a mighty wind. We noted them *per capita* as follows: Misses Zema and Cora Herpin, Bessie Cavanaugh, Armanda and Mary Laborde, Emile, Julia and Amanda Cox, Armanda Godfroy, Amanda Hilton, Onelda St. Paul, and Bettie Blake; Messrs. P. E. Godfroy, Pat Hawes, Sidney Doc[illegible] and Eddie Harpin, [illegible] brought out a new and abundant crop of hair.

A Tug Missing in the Gulf.

Special to the *Times-Democrat*.

Vicksburg, Miss., June 23.—A letter received here to day from George M. Coley, chief engineer of the steamer Captain Miller, dated at Tampa, Florida, states that the tug Lizzie Frank, which was at one time employed in dredging the Vicksburg harbor, sailed from Mobile bay, bound for Tampa two days ahead of the Miller and has not been heard of since. The Frank was ten days overdue when Mr. Coley wrote. The Miller encountered a heavy gale of wind and was four days overdue, when she reached Tampa. The Frank was commanded by Capt. W. A. Randlett, who was in command of the Miller, when she ran in the Vicksburg and Natchez trade, and it is thought that the boat with all on board must have gone down in the gale.

—THE New Orleans *States* sarcastically remarks:

A Denver newspaper man has been appointed melter at the mint. The selection is a highly commendable one. Newspaper men are so used to millions of money of their own that they can behold it by the wagon load without the smallest temptation to touch a dollar. The tons of gold and silver piled up in the mint are dross to them, and the administration showed its sagacity by bearing this fact in mind in connection with the Denver appointment.

MESSRS. R. G. DUN & CO. announce by circular of June 23d, that Mr. S. K. Mayers, Manager at Mobile, has been promoted to the management of the company's office at Savannah. Mr. T. H. Garret, at present employed in the Mobile office is appointed to fill the managership thus left vacant. It is learned that Mr. Mayers [illegible] for his new post next Monday. The promotion is one which implies greater responsibility and larger pay, and Mr. Mayers is to be congratulated [illegible]

Pasc. Democrat-Star June 26, 1885

Pascagoula Democrat Star Friday, Feb 19 1904

l Mrs. Edward Gunderson vis-
oft Monday last on shipping

s Duke, of Ocean Rest, Pas-
elted Mobile Tuesday for the

harles S. Meriwether enjoyed
Gras celebration at the Cres-

Orrell and son, Mr. A. L.
lin, Miss., were Monday bus-
rs.

ry Herring left Tuesday for
isit her sisters, Mmes. Cowan
n.

am Mansfield from Franklin
Mardi Gras visitor to New
sday.

Mrs. G. W. Hopper spent last
rel, Miss., prospecting for a
ation.

an Couret passed the week
at Pascagoula, the guest of
Chastant.

nie Valverde and Mabel Val-
returned from the Industrial
d College.

D. Gresham, of Bexley, and
Gresham, of New Orleans,
s this week.

Mrs. William Gushard, of
are stopping this week at
anton hotel.

k Warren, of Pascagoula,
reater part of the week at
ng friends.

s Bates, of Grand Bay, Ala.,
visitor, the guest of Capt.
gan and family.

J. Ira Ford, H. B. Everitt
Denny attended United
at Biloxi this week.

Duke, of Pascagoula, and
De Jean and W. R. Mosley
Tuesday on business.

Cooley, of Pascagoula, went
ans Monday to enjoy the
rd the steamer America.

fton Cowan floater repre-
nt the Carnival holidays
cean Springs and New Or-

n Dean visited Gulfport,
sband is stevedoring. She
t of Mr. and Mrs. E. G.

e Schwager, an accom-
g lady of St. Louis, is vis-
er, Mrs. Capt. O. P. Ander-

Carson, of New Orleans,
h the Singer Sewing Ma-
ny, was a recent guest of
e and family.

Alley, accompanied by
ss Georgie Rhorer, of Gulf-
sted in the Carnival fes-

BAKING POWDER
Absolutely P
THERE IS NO SUB

Jan 29, '04 51 May 31

Death of Mrs. Anna Freeman.

Mrs. Anna Margarette Freeman, nee Weymann, widow of Capt. Martin Freeman, died Sunday night at the residence of her son, Mr. Martin Freeman at Pascagoula. She was a native of Germany, born in Menslage, province of Hanover, in the pastorate of Quackenbrueck, August 29, 1831. At the age of 26 she came to America and married at Mobile. For a long time she lived with her husband at Horn island, who was lighthouse keeper. Nine years ago he died. For a number of weeks she was confined to her bed, though the hope was entertained that she would recover; however, her age was against her, and it is said by those who were with her that she passed away very peacefully. She is survived by two daughters, one stepdaughter and a son, Mrs. George W. Ladnier, Mrs. Alfred Olsson, Mrs. Anna Walter and Mr. Martin Freeman. The funeral was held Monday afternoon and the burial was at the Pascagoula Protestant cemetery, Rev. C. O. Smith, Lutheran minister, conducting the services. Mrs. Freeman was noted for her hospitality and generous disposition and was much beloved by all who knew her.

May God comfort the bereaved, and use also the sight of the "pall and shroud" to teach all who still live that they also must go.

The DEMOCRAT-STAR, Capt. P. K. Mayers, editor and proprietor, enters upon its 40th year of existence, bright, hopeful and full of vim. We present our best congratulations to Bro. Mayers and may the days yet to come to him be the happiest of his long and useful life.—Biloxi Review.

BUSINESS LOCALS.

Local Notices inserted under this head are charged for at the rate of ten cents per line for each insertion.

Don't Miss the Good Things

Buy your Shoes from W. M. CANTY and secure tickets in guessing contest. Lucky number gets a pair of

Miss Corinne McClure is visiting relatives at Mobile.

Mr. H. F. Russell was a business visitor Monday to the county seat.

Mrs. Clyde Bell, of Crowley, La., is the guest of her aunt, Mrs. C. S. Bell, at Hollywood.

Mr. E. N. Ramsay, county surveyor, paid a business visit to Moss Point Tuesday.

Mrs. F. M. Weed and Mrs. Henry Beeman enjoyed the Mardi Gras festivities at New Orleans.

Col. and Mrs. Rush H. Field have returned to Field Lodge from New Orleans, after enjoying the Carnival.

Col. and Mrs. Newcomb Clark, Mrs. John Kimball and Miss Alice Maxey attended the Carnival at Mobile Tuesday.

Mr. E. T. Firth, of Port Recovery, Ohio, is on an important business visit here, the guest of Rev. W. C. West.

Mrs. E. H. Sullivan is entertaining a house party of distinguished Northerners at her beautiful cottage, "Dehute."

Little Miss Helen Huntoon, of Chicago is among the interesting lassies sojourning at the Ocean Springs hotel.

Mrs. Newcomb Clark has organized a Flinch club to meet Wednesdays and Saturdays at her pretty home on Porter avenue.

Mrs. W. H. Flentye and young son, Will H. Flentye, and Miss Anna L. Dodge, of Buena Park, Ill., are occupying the Kerr cottage.

The humorous philosopher and word painter, Mr. Lou J. Beauchamp, will make his first appearance here this Thursday night at Firemen's Hall.

Dr. E. Edmund Starr, of Montreal, Canada, is passing several weeks at the Ocean Springs hotel, the guest of his brother-in-law, Dr. H. B. Powell.

Last week Rev. Father Joseph M. Kellogg, of Montgomery, purchased the old home of Rev. W. C. West at East Beach and also a tract of 240 acres from Col. W. R. Snyder, on which he will establish an industrial school for boys.

Monday night an impromptu party and supper was given at the Shanahan house in compliment to Mr. August Pabst, Jr., of Chicago. Mrs. J. J. Gerrish presided with charming grace

FIND A GRAVE

Actions
Begin New Search
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Add Burial Records
Help with Find A Grave

Find all **Freemans** in:
- Greenwood Cemetery
- Pascagoula
- Jackson County
- Mississippi
- Find A Grave

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Discussion Forums
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Cemetery
Marriage
Divorce
Search

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First Name: Last Name: State: Nationwide Search
Select Record Type: Public Birth Death Cemetery Marriage Divorce
Advertisement

Martin Freeman

Memorial Photos Flowers Edit

Birth: May 18, 1814
Death: Sep. 11, 1894
Pascagoula
Jackson County
Mississippi, USA

Congressional Medal of Honor Recipient. As pilot of the flagship, U.S.S. Hartford, during action against Fort Morgan, rebel gunboats and the ram Tennessee, in Mobile Bay, 5 August 1864. With his ship under terrific enemy shellfire, Freeman calmly remained at his station in the maintop and skillfully piloted the ships into the bay. He rendered gallant service throughout the prolonged battle in which the rebel gunboats were captured or driven off, the prize ram Tennessee forced to surrender, and the fort successfully attacked.

Search Amazon for Martin Freeman
Note: PILOT US NAVY

Burial:
Greenwood Cemetery
Pascagoula
Jackson County
Mississippi, USA
GPS (lat/lon): 30.3497791, -88.5513992

Maintained by: Find A Grave
Record added: Jul 06, 2003
Find A Grave Memorial# 7658396

Added by: Chris Mincey

Added by: Chris Mincey

Photos may be scaled.
Click on image for full size.

- Daughter of Isis
Added: May. 18, 2009

- Kathie
Added: May. 18, 2009

Thank you for your services. Rest in peace, and happy birthday, sir!
- Kate Duvall
Added: May. 18, 2009

Leave flowers and a note

There are 26 more notes not showing...
Click here to view all notes...

Do you have a photo to add? Click here

How **famous** was this person?

enter the State University at that place.

The tariff question is now settled. Merchants and business men generally are rather sanguine of the improvement of business.

On account of the weather and roads the meeting of the Hypathean Society was postponed until to-night at Mr. L. N. Dantzler's residence.

You can find slates, sponges, tablets for pencils, ink, slates and pencils, etc., etc., at STEWART'S. Also all kinds of writing paper at lowest prices.

Messrs. Bond & Veach have purchased the Tam saw mill on Dog river. They paid $2,150, $500 cash and balance on time. The mill is being put in order, and will be in operation before many days.

Claud Passo, the young son of Mrs. Ella Passo, met with an unfortunate accident Monday in the L. N. Dantzler mill. He had two of his fingers on his right hand cut off and his wrist badly hurt. Dr. J. C. Cowan attended him.

Mrs. E. Bloomfield entertained a small party of friends a few evenings since with a "Potato Walk," in honor of her guests, Misses Georgie Carr and Lula Elliott. The ability of Mr. E. Eislan was rewarded by a beautfully painted head rest and Miss Kate Salisbury was consoled for her inability by a gift not quite so beautiful.

The following vessels are loading this week at the L. N. Dantzler Lumber Co's mills: Brig Electric Light with 217,000 feet of lumber for Canary Islands; schooner Montana with 300,000 feet of lumber for New York; schooner Cathra Minerva with 65,000 feet of lumber for Key West; schooner Serofina C. with 60,000 feet of lumber for Lemon City, Fla.; schooner Cora with 20,000 feet of lumber for Mississippi river.

Denny & McInnis Bros.,
MOSS POINT, MISS.

appreciation of the kindness of the giver, with the great delight I feel at being the happy recipient of so useful and valuable a present, may, to some degree, atone for their commands in having the matter published.

May Hearen's richest blessings rest upon each one, and when the the gold of earth no longer suffice, xxx they pass through the pearly gates into the City of Gold shall be the prayer of their brother in the bonds of Christian love, G. R. ELLIS.

Escatawpa, Miss., August 30, 1894.

Death of Captain Martin Freeman.

On Tuesday, Sept. 11, 1894, at 8 o'clock, p. m., Capt. Martin Freeman, Light-house keeper at Horn Island, died at the residence of his son-in-law, Mr. Alf. Olsson, at Pascagoula.

The deceased was born in Stettin, Germany, on May 18, 1814, and when but a youth followed a sea-faring life until he was appointed light-house keeper at Horn Island, Nov. 26, 1874, serving as such to the time of his death. He was kind and hospitable to all who visited the light-house and his jovial disposition won for him a host of friends. He was charitable, and brought his children up in the fear of the Lord. He leaves a widow and five children: Mrs. A. Olsson, Mrs. Leonard Levin, Mrs. G. W. Ladmer, Mrs. Anna Walters and Mr. Martin Freeman.

His funeral took place Wednesday evening and was largely attended. His remains were laid to rest in the Protestant cemetery at Pascagoula, Rev. C. J. Broders, performing the funeral ceremonies.

A small caterpillar that travels in crowds like the army worm has attacked the pine trees, completely denuding them of foliage in the neighborhood of Vancleave, in this county. It is said that they congregate in such large numbers that the limbs of smaller trees bend beneath their weight. The worms have not destroyed any of the timber as yet.

The missing link has been located in New Orleans.

Mr. C. Bosarge has moved back here from Biloxi. He says he did not relish the Biloxi bacon. He likes Scranton mullet better.

Remember that all Job work done at the DEMOCRAT-STAR office is cash on delivery.

ENGAGEMENTS

Freeman-Devers

PASCAGOULA — Mr. and Ms. James E. (Brenda S.) Freeman of Pascagoula announce the engagement of their daughter, Brandi Kay, to Wesley Shane Devers, son of Mr. and Mrs. Wallace R. (Phyllis) Devers of Moss Point.

The bride-elect is the granddaughter of the late Ray John Freeman, the late Francis Freeman Smith and Mr. and Mrs. Jesse Lee (Alma) Ezell, all of Pascagoula.

A 1991 graduate of Pascagoula High School, she is employed as a legal secretary with Ben. C. Moore in Pascagoula.

The prospective bridegroom is the grandson of the late Mr. and Mrs. George W. Devers of Alabama and the late Mr. and Mrs. Elwood C. Poitevin of Pascagoula.

A 1989 graduate of Our Lady of Victories Catholic High School in Pascagoula, he received an associate of arts degree from Mississippi Gulf Coast Community College, Jackson County campus, in 1992. He is a student at the University of Southern Mississippi in Hattiesburg, Miss., majoring in environmental biology. He will graduate in December.

Wesley Shane Devers
Brandi Kay Freeman

The couple will exchange vows 2 p.m. Sept. 20, 1997, at Eastlawn United Methodist Church, Pascagoula.

Mr. and Mrs. James E. Freeman
request the honour of your presence
at the marriage of their daughter
Brandi Kay
to
Mr. Wesley Shane Devers
on Saturday, the twentieth of September
Nineteen hundred and ninety-seven
at two o'clock in the afternoon
Eastlawn United Methodist Church
2502 Ingalls Avenue
Pascagoula, Mississippi
Reception immediately following
Knights of Columbus Hall
3604 Magnolia Street
Pascagoula, Mississippi

PHONE 1-800-758-1444

Horn Island Light

Printer Friendly

U.S. Coast Guard

Send Feedback

Nearest Town or City: Pascagoula Mississippi United States

Location: Mississippi Sound, Gulf of Mexico.

Notes: The first Horn Island Lighthouse was endangered by shoreline erosion and was moved in 1880. It was replaced by a new lighthouse in 1887 further from the shore of Horn Island. The first structure was destroyed in a hurricane in 1893. The second lighthouse had to be moved 253 feet in 1900. The keeper and his wife and daughter were killed in a hurricane in 1906 and the lighthouse was abandoned. A new station about a mile away, the Petit Bois Island Light, replaced this one in 1908. This lighthouse was discontinued in 1961 and subsequently destroyed.

Tower Height: 0

Description Tower: 1874: Lantern on roof of dwelling on screwpile foundation; 1887: Lantern on roof of 1.5 story dwelling, 1908: Lantern on dwelling on wood pilings (Petit Bois Island Light)

Operational: No

Date Established: 1874

Current Use: Destroyed.

Height Focal Plane: 0

National Register: No

Keepers: Valentine B. McArthur (1874), Martin Freeman (1874-c. 1894), Charles Johnson (c. 1906, died in service).

State: Mississippi

Country: United States

Tower Moved: 1880, 1900

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Print

THE MOBILE NAVAL COMBAT.

SETTLING A DISPUTED POINT AS TO ADMIRAL FARRAGUT'S POSITION.

KINGSTON, N. Y., May 18.—Whether or not Admiral Farragut was lashed to the rigging of the good ship Hartford in the great naval combat in Mobile Bay during the civil war is still a mooted point among certain historians and officers of the navy who are yet alive. H. D. Baldwin, of this city, was a master's mate on the Port Royal, which took part in the engagement. Martin Freeman was Admiral Farragut's pilot. From Mr. Freeman Mr. Baldwin has received a letter containing facts of much interest in connection with this which have never been published. Mr. Freeman writes this letter to correct some misapprehensions about the lashing to the rigging story. Mr. Freeman for years has been keeper of Horn Island Lighthouse, Mississippi Sound. Capt. C. M. Schoonmaker, of the United States Navy—now on a leave of absence with his family in this city—and who for a time was Inspector of Lighthouses in the Eighth District, with headquarters at New-Orleans, and who was executive officer of the Union monitor Manhattan on the day of the battle, vouches to THE TIMES's correspondent as to the truthfulness of Martin Freeman and also as to the correctness of the facts set forth by him in the following letter to Mr. Baldwin:

MY DEAR SIR: I wish to state all I know about the battle in Mobile Bay on the 5th of August, 1864. This is to correct some misapprehensions. Admiral Farragut was not lashed in the rigging of the Hartford. It was proposed by Fleet Captain P. Drayton that the Admiral and myself should be lashed in the rigging. I said to the Admiral that it would be a dangerous position, and the Admiral desired to go where I would be near him. I told him to come along with me to the maintop of the ship. I went in the top and told the Admiral to stop in the futtock shrouds under the top on the port side, so he could tell me and give me orders what to do. When we reached Fort Morgan the four ironclads were inside of us. The Tecumseh was blown up by a torpedo, and the Brooklyn stopped and backed—her torpedo catcher was knocked away. The Admiral wanted to know which ironclad was blown up. I told him the Tecumseh. At that time the Brooklyn was 15 or 20 yards from us, and some man hailed her to get out of the way. A gun was fired from the Hartford into the Brooklyn's port bow. It was inquired who fired the gun, but it was not found out. The Hartford went ahead and got clear of the Brooklyn. The Admiral then told me to stop the ship—he would send another broadside into the water battery. When that was done he told me to go ahead. I asked him about the torpedoes. He told me to pick my way and go into the bay or blow up, so I started the ship ahead. The Confederate fleet was under weigh across the channel. When we passed the line of torpedoes the Confederate ram Tennessee made for us under full head of steam, but I had made arrangements with the chief engineer to open and give us plenty of steam when I struck four times four bells, so we started on full power, and the ram Tennessee missed the Hartford by about five or six fathoms. During this time the three Confederate gunboats were raking our ship and our forward pivot gun was disabled. Our consort, the Metacomet, was set on fire alongside of us. The fire was extinguished and we came on top of the Confederate gunboat Gaines. She sheared alongside and the Hartford fired a broadside into her, when she ran toward Fort Morgan, grounded, and was destroyed. The Metacomet was then cut loose from the Hartford and the Port Royal from the Richmond, and these vessels gave chase to the Selma, but the Confederate gunboat Morgan escaped and took refuge under the guns of the fort. It was so smoky that we could not see far.

The two chasing vessels went off to the eastern shore of the bay, and we could neither see them nor the fleet. I turned the Hartford's head to the southward and stopped the engines. I went to the Admiral and Fleet Captain Drayton to congratulate them on our victory thus far in Mobile Bay. They thanked me kindly for the service I had rendered. The Captain desired very much to know where the fleet was. I told him to look ahead to the southward and he would soon see some of the ships. By this time the Selma had been overtaken on the east shore of the bay by the two pursuing ships, struck her flag and surrendered. The smoke then cleared away, and we saw the fleet coming up the channel. We anchored, and the fleet also anchored southeast of the Hartford. Soon after the Confederate ram Tennessee came up the bay after us. Admiral Farragut gave orders to ram her. The Monongahela was the first ship that struck her, then came the Lackawanna, but the ram shaped her course direct for the Hartford. We got our anchor up, and were going for the Tennessee, when the Admiral told me he would manage the ship himself and fight the ram. When the two vessels came together the Tennessee struck our port bow anchor, and glanced off when she was right alongside. I stood in the main rigging when the order was given to fire a broadside. The 9-inch solid shot struck her, and bounded off like rubber balls. I saw them above my head when they rebounded back. We then lost our enemy in the smoke. The Admiral told me to find the Elephant. I started the ship ahead with starboard helm, when we made a round turn, and the Lackawanna came down under full head of steam and ran into the Hartford on the starboard side, between the main and mizzen rigging, and cut us down eight planks to the water's edge and capsized two 9-inch guns. She backed clear from us and would have started ahead, but the ironclad Manhattan was engaged with the Tennessee a short distance to the southward. The ram's smokestack was gone. The Manhattan had disabled her with a 15-inch gun and wounded Admiral Buchanan and several of his men. We saw there was a white flag flying from the pilot house of the ram. The Admiral gave orders to board her, but the Manhattan had no boat. The Seminole had a boat in readiness, and an officer from that vessel proceeded to the ram and received the surrender, and conveyed the same to Admiral Farragut. I am, very respectfully, your obedient servant,

MARTIN FREEMAN,
Keeper of Horn Island Lighthouse, Mississippi Sound.

The letter, of which the above is a copy, is in the possession of Mr. Baldwin here.

The New York Times
Published: May 19, 1887
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Fact File 1.

by Terry Foenander.

Unlike the Union Army, no commissioned officer of the Union Navy (at the time of the action for which the award was recommended) ever received a Medal of Honor.

Section 7 of the statute (An Act to further promote the efficiency of the Navy. 12 Stat. 329-330), dated December 21, 1861, which legislated for the inception of the Navy Medals of Honor, stated, *"And be it further enacted, That the Secretary of the Navy be, and is hereby, authorized to cause two hundred 'medals of honor' to be prepared, with suitable emblematic devices, which shall be bestowed upon such* ***petty officers, seamen, landsmen, and marines*** *as shall most distinguish themselves by their gallantry in action and other seamanlike qualities during the present war, and that the sum of one thousand dollars be, and is hereby, appropriated out of any money in the Treasury, for the purpose of carrying this section into effect."* [*MOH* 1032.]

In contrast, similar legislation for the production of medals of honor for the Army states, *"And be it further enacted, That the President cause to be struck from the dies recently prepared at the United States Mint for that purpose, 'medals of honor' additional to those authorized by the act (resolution) of July twelfth, eighteen hundred and sixty two, and present the same to such* ***officers, noncommissioned officers, and privates*** *as have most distinguished, or who may hereafter most distinguish, themselves in action; and the sum of twenty thousand dollars is hereby appropriated out of any monies in the treasury not otherwise appropriated, to defray the expenses of the same."* [*MOH* 1035.]

As such, no commissioned officer of the Navy was ever awarded a Medal of Honor during the course of the Civil War. However, some of the enlisted personnel who were recipients of this award were, at a later stage, appointed as officers. (An example being Charles James Bibber, gunner's mate of the *USS Agawam*, who was given the award for his part in an action against Fort Fisher, North Carolina, on December 23, 1864, and who was appointed a mate on March 1, 1865.)

By the same token, three of the Naval recipients of the Medal were pilots, who seem to have been in a class of their own. These were John H. Ferrell, of the *USS Neosho*, Martin Freeman of the *USS Hartford*, and Perry Wilkes of the *USS Signal*. Many of the pilots in Union Naval service, during the war, seem to have been appointed in a civilian capacity, and Ferrell,

Freeman and Perry were no exception. Freeman, however, whose history during the Civil War was quite exceptional and interesting, was appointed an acting volunteer lieutenant on October 18, 1864, more than two months after the action at Mobile Bay, for which he was awarded the Medal. [*Callahan.*]

In the early months of the war German-born Freeman was the owner of a fishing smack, the *Delight*, and who was operating off Ship Island, Mississippi, when he was captured in December, 1861, by a Union Navy vessel. [*ORN* 1, 16, 817.]

He was very highly rated as a pilot, with both commodore Henry Thatcher and rear-admiral David Farragut mentioning his high qualities. [*ORN* 1, 20, 739 & 1, 21, 420-421.] Farragut states, in a dispatch dated aboard the *USS Hartford*, at Mobile Bay, August 12, 1864, *"The last of my staff, and to whom I would call the notice of the Department, is not the least in importance. I mean Pilot Martin Freeman. He has been my great reliance in all difficulties in his line of duty. During the action* [at Mobile Bay, August 5, 1864] *he was in the maintop, piloting the ships into the bay. He was cool and brave throughout, never losing his self-possession. This man was captured early in the war in a fine fishing smack which he owned, and though he protested that he had no interest in the war and only asked for the privilege of fishing for the fleet, yet his services were too valuable to the captors as a pilot not to be secured. He was appointed a first class pilot and has served us with zeal and fidelity, and has lost his vessel, which went to pieces on Ship Island. I commend him to the Department."* Some two weeks later, while involved in clearing torpedoes from the waters of the Bay, Freeman was seriously wounded when one of these exploded, and he was sent to hospital at Pensacola. [*ORN* 1, 21, 616 & 786.] However, his condition improved and by the beginning of 1865 he was in command of the schooner *Sam Houston* operating in the waters of the Gulf. Freeman was honorably discharged on January 20, 1867, and he must have returned to his fishing business. He died September 11, 1894, at the age of 80, and is buried at Pascagoula, Mississippi. [*Home of Heroes.*]

Pilot John H. Ferrell, of the *USS Neosho*, received his award for his actions on the Cumberland River, some miles below Nashville, in December, 1864, when he went out, under heavy fire, with quartermaster John Ditzenback, to prop up the drooping flag of the vessel. Strangely enough, when acting rear admiral Samuel P. Lee, who was in command of the Mississippi Squadron, sent in the reports relating to the action, he only recommended that John Ditzenback be given the award. Perhaps he may have been under the impression that Ferrell, as a pilot, was an officer, and thus did not qualify for the award. Thankfully Secretary of the Navy, Gideon Welles, knew better, and also placed Ferrell on the qualifying list. [*ORN* 1, 26, 640 & 652.]

Perry Wilkes, as pilot of the *USS Signal*, remained at his post at the wheel until it was literally shot out of his grasp, while in action on the Red River, May 5, 1864. [*ORN* 1, 26, 119 &122.]

Sources:

Callahan: "List of Officers of the Navy of the United States and of the Marine Corps from 1775 to 1900," edited by Edward W. Callahan; originally published by L.R. Hamersly & Co., New York, 1901; reprint edition by Olde Soldier Books, Inc., Gaithersburg, Maryland, circa 1987.

Home of Heroes: Death and burial data from the Home of Heroes (relating to recipients of the Medal of Honor) web site, at URL: http://www.homeofheroes.com/gravesites/states/pages.af/freeman_martin_ms.html

MOH: "The Congressional Medal of Honor: the Names, the Deeds," published 1984, by Sharp & Dunnigan Publications, Forest Ranch, California 95942. Citation includes page number.

ORN: "Official Records of the Union and Confederate Navies in the War of the Rebellion," originally published by the Government Printing Office, Washington, D.C., in 31 volumes (including the *Index* volume); reprint edition, 1987, by the National Historical Society, Harrisburg, Pennsylvania 17105. Citation includes series, volume and page numbers.

© **Terry Foenander**

May, 2005.

assessor during the same period. APPROVED, June 10, 1872. June 10, 1872. CHAP. CDLXXIV. ——An Act for the I{elic;fqfMartin Freeman. Be it enacted (gy the Senate and House of Representatives of zfhe United Paymentbo States of America in Congress assembled, That the Secretary of the Navy gggpggsggzg} be, and he is hereby, authorized to pay to Martin Freeman, owner of the ·»D8ugh;_·» schooner "Delight? for her loss in the service of the United States, the sum eof six thousand dollars, out of any money heretofore, or which may be hcresxfber, appropriated for the purchase of vessels and equipment, which sum, if received, shall be in full of all claims by said Freeman against the United States. APPROVED, June 10, 1872.

The Lighthouse Service

Commenced in 1874, with construction of a lighthouse on the east end of Horn Island to guide vessels entering Horn Island Pass on their way to the port of Pascagoula.

Martin Freeman (1814-1894) was the first lighthouse keeper. Salary in 1887 was $630 and $400 for his wife per year with rations.(*The Gulf Coast Advertiser, April 29, 1887)*

In 1880, the Lighthouse Service ordered that a new Horn Island beacon be erected westward of the original structure. Storms, currents, and tides had eroded the foundation necessitating a replacement. A break-water constructed in early 1880 had been rapidly destroyed by high seas. Putnam & Tobias were awarded the contract and commenced initial surveys prior to construction in July 1880.(*The Pascagoula Democrat-Star, May 21, 1880, p. 3 and July 9, 1880, p. 3)*

William W. Bayly (1876-1955), son of William W. Bayly and Lee Verne Davis. Born on a ship off of Penscaola, Florida. Keeper at Chandeleur, Horn, Sand, and at the mouth of the Mississippi River. Formerly with a fruit company in Honduras. Brother: Benjamin Bayly. Children: Robert P. Bayly, Betty Bayly, Mrs. Russell V. Johnson (Duluth).*(The Daily Herald, November 26, 1955, p. 2)*

Charles Johnsson, a Pole, succeeded Martin Freeman in 1894. Refused to leave his post in the September 1906 Hurricane and perished with his wife and daughter. Their remains were never found. Mr. Johnsson's were interred at Mobile.(Higginbotham, 19 , pp. 61-64)

F.A. Schrieber (1871-1944) was lighthouse keeper at Horn Island in May 1918.(JXCOT, May 25, 1918, p. 5)

Whale Sightings

One of the earliest sightings of these large marine mammals occurred in the spring of 1877, when Captain Delmas, aboard the *Escambia*, bound for a lumber ship at Horn Island Pass with a tow of timber, saw a black whale. Delmas described the cetacean as "about thirty-five feet long and looked as large as a ten-ton schooner".(*The Star of Pascagoula, April 13, 1877, p. 1, c. 5)*

Captain Martin Freeman of the Horn Island lighthouse observed a pod of large whales in Pascagoula Bay in February 1887. He postulated from the size of their fins and inability to maneuver in the ten feet of water of the Bay, that the whales must have been 60-65 feet in length.(*The Gulf Coast Advertiser, February 11, 1887*)

In March 1914, **ambergris**, the wax-like substance secreted by internal organs of Sperm whale, was found on Horn Island, by Ben Bailey, the assistant lighthouse keeper of Cat Island. Mrs. William Waters found the substance on the beach and threw it back into the water.(*The Ocean Springs News, March 7, 1914, p. 5, c. 5)*

The Hero of Horn Island Lighthouse, Pascagoula, Mississippi

By Timothy Harrison

Comments?

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This rare old image shows the remains of the ...

The first Horn Island Lighthouse, built in 1874, was a screw-pile style lighthouse that exhibited its beacon for the first time on June 30 of that year. It was not actually built on Horn Island, but nearby. However, by the late 1880s the structure was deemed unsafe and a new lighthouse was built in 1887 on what was thought to be the safest spot on Horn Island proper. The old screw pile lighthouse was stripped of everything and left standing as a day-mark. Amazingly, even though it swayed in the wind, the abandoned structure stood another six years, until 1893 when it was destroyed by a storm.

>> Click to enlarge <<
The second Horn Island Lighthouse was built in ...

The second Horn Island Lighthouse, built in 1887, stood until 1900 when, because of erosion, it was dismantled and moved 253 feet north of its original location. Although one of the long time early keepers of Horn Island Lighthouse was Civil War hero and Medal of Honor recipient Martin Freeman, he is not considered the Hero of Horn Island. That distinction goes to Charles Johnsson, whose last name is sometimes spelled with only one letter 's,' as Johnson.

Johnson, who was a native of Poland, lived at Horn Island Lighthouse with his wife, Catherine and eighteen year old daughter. Apparently, four of his other five children had already moved out.

On the evening of September 26, 1906 lighthouse keeper Johnsson, wrote in the station's logbook that the winds were picking up and that a hurricane was on its way. Up until that time, Johnsson and his family lived a typical lighthouse life at this quaint station. They raised chickens, had some cattle and several domestic pets.

Johnsson was an observant weather watcher and he knew the storm that evening would be a big one. In the 12 years he had been stationed there he had witnessed his share of storms and the sturdy little lighthouse had withstood them all.

Others, such as, Henry Miller, captain of the tugboat Lee Campbell, Jr., also believed the storm would be a big one, perhaps more powerful than any of them had ever previously witnessed. As the storm gained in intensity, Captain Miller went to the lighthouse and begged Johnson to come with him and evacuate the lighthouse. Keeper Johnson told Miller that he couldn't leave his post, saying the government was paying him to do a job telling Miller that if he wasn't there to keep the lighthouse beacon burning, ships could be lost at sea.

Miller then asked Johnsson about his family. Johnsson went inside the keeper's quarters and conferred with his wife and daughter. A few moments later he stepped outside and simply told Miller, "They will stay." It was a fateful decision.

In the early morning of hours of September 27, 1906, during the height of the storm, the locals on land looked out to sea and immediately realized the light from the beacon was no longer sending forth its beam. It took another day before the waters were calm enough for a rescue mission to be launched to the lighthouse. However, the would-be rescuers soon realized what they had feared the most. When they reached the location, they found that nothing was left, except some debris floating in the water and a couple of cows that had somehow survived by reaching high ground. Eventually, the searchers found the body of lighthouse keeper Johnsson. However, even after an extensive search, the bodies of the keeper's wife and daughter were not found, not did they ever surface.

As soon as the word spread about the disaster, Johnsson was referred to as the Hero of Horn Island; a man who gave his life to keep the light burning. Unfortunately, that devotion to duty also cost the life of his wife and daughter. Johnsson's body was brought to Mobile, Alabama for internment. Folklore has it that a surviving daughter walked the beaches of Pascagoula always looking out, perhaps, in her own way, trying to communicate with her mother and sister who lost their lives at the lighthouse

In 1908 the U. S. Lighthouse Establishment built a new lighthouse nearby. This time they built it high on pilings to withstand the high rush of water in hurricanes. Even though the new structure was named the Petit Bois Lighthouse, the locals believed that in memory of the former keeper and to honor the ultimate sacrifice made by him and his family, the government should have named the structure the Horn Island Lighthouse.

Although the official name was Petit Boise Lighthouse, named because it was actually built closer to Petit Bois Island than to Horn Island., in was never known by its new name. Locals and even future keepers of the Petit Bois Lighthouse always referred to it as The New Horn Island Lighthouse. As time went by, the word new stopped being used and it was simply referred to as the Horn Island Lighthouse.

In 1951 the Petit Bois Lighthouse (New Horn Island Lighthouse) was automated and the keepers removed. In 1961 modern aids to navigation were installed in the area and the lighthouse was discontinued altogether. Left to the elements, it was eventually destroyed.

Wild boar range throughout the Southeastern United States. Sometimes referred to as razorbacks and weighing anywhere from 150 to 250 pounds, they are vigilant, athletic, fast and tough. Early local newspaper accounts included reports of the wild boar menacing humans. (Submitted Photo)

Wild boar and rattlesnakes were wreaking havoc in the **Scranton** community and its surroundings in 1877.

A column by "Uncle Martin" in the April 22, 1921, issue of the "**Chronicle Star**" looked back at those events.

On June 1, 1877, the "Star" printed: "Captain Martin Freeman, the gentleman who keeps the government lighthouse on Horn Island, and who was so severely wounded a few weeks since by the savage attacks of a wild boar, was in town on last Saturday. He is doing well and recovering rapidly from his wounds."

The Lighthouse Service-Martin Freeman

The United States Lighthouse Service began its long tenure at Horn Island in 1874, with construction of a lighthouse on the east end of Horn Island to guide vessels entering Horn Island Pass on their way to the port of Pascagoula. Martin Freeman (1814-1894), a native of Stettin, Germany, was the island's first lighthouse keeper receiving his appointment on November 26, 1874. Freeman's annual salary in 1887 was $630 for himself and $400 for his wife with rations.(*The Pascagoula Democrat-Star, September 14, 1894, p. 3 and The Gulf Coast Advertiser, April 29, 1887)*

In 1880, the Lighthouse Service ordered that a new Horn Island beacon be erected westward of the original structure. Storms, currents, and tides had eroded the foundation necessitating a replacement. A break-water constructed in early 1880 had been rapidly destroyed by high seas. Putnam & Tobias were awarded the contract and commenced initial surveys prior to construction in July 1880.(*The Pascagoula Democrat-Star, May 21, 1880, p. 3 and July 9, 1880, p. 3)*

During the Civil War, Martin Freeman and Antoine V. Bellande (1829-1918), a native of Marseille, France and living at Back Bay, now D'Iberville, were commissioned by Admiral David Farragutt of the Union Navy as acting Ensigns and Pilots. They participated in the Battle of Mobile Bay in early August 1864. Martin Freeman piloted the ***USS Hartford,*** Farragutt's flagship, past Fort Morgan and Fort Gaines and the Confederate mine fields. Captain Bellande was aboard the ***USS Monongahela*** when it rammed the ***CSA***

Tennessee skippered by Buchanan. Martin Freeman was awarded the Medal of Honor for his gallantry in the mast of the ***Hartford,*** while A.V. Bellande earned a sizeable sum of money as his share of the prize for capturing the ill-fated ram ***Tennessee.(***

When Martin Freeman received his Medal of Honor on 31 December 1864, the Citation read as follows: ***As pilot of the flagship, U.S.S. Hartford, during action against Fort Morgan, rebel gunboats and the ram Tennessee, in Mobile Bay, 5 August 1864. With his ship under terrific enemy shellfire, Freeman calmly remained at his station in the maintop and skillfully piloted the ships into the bay. He rendered gallant service throughout the prolonged battle in which the rebel gunboats were captured or driven off, the prize ram Tennessee forced to surrender, and the fort successfully attacked.***

Other keepers

In 1894, **Martin Freeman Jr.** (1870-1947) became keeper of the Horn Island light after his father retired to Buena Vista Street in Pascagoula. Charles Johnsson (1839-1906), also a German immigrant, succeeded Martin Freeman Jr. at Horn Island before 1900. He refused to leave his post in the September 1906 Hurricane and perished with his German born wife, Kate Johnsson (1862-1906), and Marie Johnson (1886-1906), their daughter. Only the remains of Charles Johnnson were discovered on the south beach of the island several days after the tempest. His body was taken to Pascagoula on the ***Lee Kimball Jr.***, a tugboat.*(The Mississippi Press, February 5, 1996, p. 1A and The Pascagoula Democrat-Star, October 5, 1906, p. 3)*

F. Adolph 'Dolph' Schrieber (1871-1944) of Ocean Springs was stationed at Horn Island from as early as July 1910 and as late as May 1918. He tended lighthouses at the Mississippi River Passes, Chandeleur Island, Horn Island, Round Island, Tchefuncte River at Madisonville, Louisiana, Tylertown, Louisiana, and Biloxi. Mr. Schrieber retired from the Lighthouse Service at Biloxi in 1937. He made his home in Ocean Springs at 508 Ward Avenue, which is now in the possession of his grandson, Robert F. "Bobby" Schrieber Jr.*(The Ocean Springs News, July 16, 1910, p. 5, The Jackson County Times, May 25, 1918, p. 5, The Daily Herald, March 18, 1944, p. 1)*

William W. Bayly (1876-1955) was born on a ship offshore from Pensacola, Florida, the son of William W. Bayly and Lee Verne Davis. His career in the US Lighthouse Service brought him to Chandeleur Island, Horn Island, Sand Island and at the light station at the mouth of the Mississippi River. He had been employed with a fruit company in Honduras before becoming a light keeper.*(The Daily Herald, November 26, 1955, p. 2)*

Coast CSA History 101

David Farragut had a Pascagoula connection. Without going into the long winded version of the story, he was adopted by a family that had a summer home near present day Martin Bluff, north of Gautier. In his campaign to get past the forts at the mouth of Mobile Bay Farragut had a pilot named Martin Freeman. Martin Freeman was also from Pascagoula. Prior to being Farragut's pilot, Martin Freeman owned a fleet of fishing vessels. Therefore, he was familiar with the shifting oyster shoals and the general shallowness of area estuarine waterways and the Mississippi Sound, making his an ideal pilot. Martin Freeman still has relatives living in the Pascagoula area. That is where the story gets really interesting. These relatives claim Martin Freeman was kidnapped and forced to work for Farragut under duress. However, there are others who will tell a different version. Their version is that Farragut had a sister (maybe more than one) living in Pascagoula during the war. Martin Freeman and David Farragut had been friends while both were boys in Pascagoula. Farragut came to visit his sister(s) prior to his campaign getting underway. Martin Freeman was also visited and volunteered to help. You can take your pick as to whether Martin Freeman was a volunteer or forced to work for the Federal Navy. After the war, Martin Freeman was a lighthouse tender out on Horn Island. What is fact is Martin Freeman received the Congressional Medal of Honor for helping Farragut. What is uncertain is whether or not Martin Freeman was ever in the military. If not, does that mean a civilian received the highest military decoration our country can give? Another thing that is fact is Martin Freeman is buried in Pascagoula's Greenwood Cemetery. His marker was destroyed by Katrina and has been recently replaced.
Submitted by Curtis Makamson

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On January 13, 1811, Dr. Flood of New Orleans, the representative of Governor W.C.C. Claiborne, landed at Pascagoula and raised the American flag. He appointed Captain George Farragut (1755-1817) as Justice of the Peace for Pascagoula Parish of the Territory of Orleans. Dr. Flood wrote the following to Claiborne on January 25, 1811:

Finding no one able to read or write in the Pascagoula settlement, and the inhabitants expressing great confidence in and attachment for Capt. George Farragut, sailing master in the Navy, on this station, I prevailed on him to accept the commission for the parish. Benjamin Goodin, the other magistrate, resides on the river twenty miles up.....The population of the Pascagoula Parish is about three hundred and fifty. (Claiborne, 1978, p. 307)

It is interesting to note that George Farragut, a native of Minorca, one of the Balearic Islands in the Mediterranean Sea, was the father of Union Admiral David Farragut (1801-1870). During the Civil War, Admiral Farragut's fleet captured New Orleans (1862) and won the Battle of Mobile Bay (1864). He commissioned two local immigrant seaman, Martin Freeman (1814-1894) of Pascagoula and Antoine V.

Bellande (1829-1918) of Back Bay, now D'Iberville, Mississippi as acting ensigns and pilots in the Union Navy. At Mobile Bay in August 1864, Freeman piloted the ***USS Hartford***, Farragut's flagship, while Bellande was aboard the ***USS Monongahela***, which rammed the ***CSA Tennessee***.

USS Hartford (1858) Civil War, 1861–1865 With the outbreak of the American Civil War, Hartford was ordered home. She departed the Sunda Strait with Dacotah on 30 August 1861 and arrived Philadelphia on 2 December to be fitted out for wartime service. She departed the Delaware Capes on 28 January as flagship of Flag Officer David G. Farragut, the commander of the newly created West Gulf Blockading Squadron.

Rear Admiral David G. Farragut, Captain Percival Drayton
Officers: Lieutenant Commander L. A. Kimberly; Lieutenant H. B. Tyson and J. C. Watson; Fleet Surgeon James C. Palmer; Fleet Paymaster Edward T. Dunn; **Surgeon, John J. Gibson;** Assistant Surgeon William Commons; Paymater William T. Merideth; Marine Captain Charles Hayywood; Marine First Lieutenant C. L. Sherman; Ensigns C. D. jones and LaRue P. Adams; Acting Ensigns William H. Whiting, G. D. B. Glidden; C. W. Snow and George Munday; Pilot Martin Freeman; Acting Master's Mates J. J. Tinelli, William H. Hathorne, W. H. Childs, R. P. Herrick, G. R. Avery and H. Brownell; Fleet Engineer William H. Shock; Chief Engineer Thom Williamson; Second Assistant Engineers E. B. Latch, F. A. Wilson, Lsaac DeGraff, C. M. Burchard and John Wilson; Third Assistant Engineers J. E. Speights, H. L. Pinkington and Alfred Hoyt; Boatswain Robert Dixon; Gunner J. L. Staples; Carpenter O. S. Stimson; Sailmaker T. C. Herbert.

An even larger purpose than the important blockade of the South's Gulf Coast lay behind Farragut's assignment. Late in 1861, the Union high command decided to capture New Orleans, the South's richest and most populous city, to begin a drive of sea-based power up the Mississippi River to meet the Union Army which was to drive down the Mississippi valley behind a spearhead of armored gunboats. "Other operations," Secretary of the Navy Gideon Welles warned Farragut, "must not be allowed to interfere with the great object in view—the certain capture of the city of New Orleans."

Hartford arrived 20 February at Ship Island, Mississippi, midway between Mobile Bay and the mouths of the Mississippi. Several Union ships and a few Army units were already in the vicinity when the squadron's flagship dropped anchor at the advanced staging area for the attack on New Orleans. In ensuing weeks a mighty fleet assembled for the campaign. In mid-March Commander David Dixon Porter's flotilla of mortar schooners arrived towed by steam gunboats.

The next task was to get Farragut's ships across the bar, a constantly shifting mud bank at the mouth of each pass entering the Mississippi. Farragut managed to get all of his ships but Colorado across the bar and into the river where Forts St. Philip and Jackson

challenged further advance. A line of hulks connected by strong barrier chains, six ships of the Confederate Navy—including ironclad Manassas and unfinished but potentially deadly ironclad Louisiana, two ships of the Louisiana Navy, a group of converted river steamers called the Confederate River Defense Fleet, and a number of fire rafts also stood between Farragut and the great Southern metropolis.

On 16 April, the Union ships moved up the river to a position below the forts, and David Porter's gunboats first exchanged fire with the Southern guns. Two days later his mortar schooners opened a heavy barrage which continued for six days. On the 21st, the squadron's Fleet Captain, Henry H. Bell, led a daring expedition up river and, despite a tremendous fire on him, cut the chain across the river. In the early hours of 24 April, a red lantern on Hartford's mizzen peak signaled the fleet to get underway and steam through the breach in the obstructions. As the ships closed the forts their broadsides answered a fire from the Confederate guns. Porter's mortar schooners and gunboats remained at their stations below the southern fortifications covering the movement with rapid fire.

Hartford dodged a run by ironclad ram Manassas; then, while attempting to avoid a fireraft, grounded in the swift current near Fort St. Philip. When the burning barge was shoved alongside the flagship, only Farragut's leadership and the training of the crew saved Hartford from being destroyed by flames which at one point engulfed a large portion of the ship. Meanwhile the sloop's gunners never slackened the pace at which they poured broadsides into the forts. As her firefighters snuffed out the flames, the flagship backed free of the bank.

When Farragut's ships had run the gantlet and passed out of range of the fort's guns, the Confederate River Defense Fleet attempted to stop their progress. In the ensuing melee, they managed to sink converted merchantman Varwut, the only Union ship lost during the historic night.

The Lighthouse Service

Commenced in 1874, with construction of a lighthouse on the east end of Horn Island to guide vessels entering Horn Island Pass on their way to the port of Pascagoula.

Martin Freeman (1814-1894) was the first lighthouse keeper. Salary in 1887 was $630 and $400 for his wife per year with rations.(*The Gulf Coast Advertiser, April 29, 1887)*

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William W. Bayly (1876-1955), son of William W. Bayly and Lee Verne Davis. Born on a ship off of Penscaola, Florida. Keeper at Chandeleur, Horn, Sand, and at the mouth of the Mississippi River. Formerly with a fruit company in Honduras. Brother: Benjamin Bayly. Children: Robert P. Bayly, Betty Bayly, Mrs. Russell V. Johnson (Duluth).*(The Daily Herald, November 26, 1955, p. 2)*

Charles Johnsson, a Pole, succeeded Martin Freeman in 1894. Refused to leave his post in the September 1906 Hurricane and perished with his wife and daughter. Their remains were never found. Mr. Johnsson's were interred at Mobile.(Higginbotham, 19 , pp. 61-64)

F.A. Schrieber (1871-1944) was lighthouse keeper at Horn Island in May 1918.(JXCOT, May 25, 1918, p. 5

Whale Sightings

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At Vancleave, Mr. Anderson ran a small navy. His trading schooners plied the shallow "Lake" waters between New Orleans and Bluff Creek, often mastered by men of foreign origins. Spaniard, Vincent Fererer (1848-1910+) of the ***Ruby*** and David Burke (1848-1910+), a New Yorker, of Irish parentage, who commanded the ***S.J. Dixon***, were some of these men. By this time, Francisco Juan (1843-1918), another Spaniard schooner master, had quit the sea and resided at Vancleave, where he was a merchant with his father-in-law, Willis Broadus (1834-1919).

The President of the United States in the name of The Congress takes pleasure in presenting the MEDAL OF HONOR to

CIVILIAN

MARTIN FREEMAN

U.S. CIVILIAN

For service as set forth in the following:

CITATION:

For The President of the United States of America, in the name of Congress, takes pleasure in presenting the Medal of Honor to Mr. Martin Freeman, a United States Civilian, for extraordinary heroism in action as Pilot of the flagship, U.S.S. HARTFORD, during action against Fort Morgan, rebel gunboats and the ram Tennessee, in Mobile Bay, Alabama, 5 August 1864. With his ship under terrific enemy shellfire, Civilian Pilot Martin Freeman calmly remained at his station in the maintop and skillfully piloted the ships into the bay. He rendered gallant service throughout the prolonged battle in which the rebel gunboats were captured or driven off, the prize ram Tennessee forced to surrender, and the fort successfully attacked.

The President of the United States
in the name of
The Congress
takes pleasure in presenting the

Medal of Honor

to

FREEMAN, MARTIN

Rank and Organization: **Pilot, U.S. Navy.** ***Entered Service At:*** **Louisiana.** ***Born:*** **18 May 1814, Germany.** ***G.O. No.:*** **45, 31 December 1864.**

Citation:

As pilot of the flagship, U.S.S. Hartford, during action against Fort Morgan, rebel gunboats and the ram Tennessee, in Mobile Bay, 5 August 1864. With his ship under terrific enemy shellfire, Freeman calmly remained at his station in the maintop and skillfully piloted the ships into the bay. He rendered gallant service throughout the prolonged battle in which the rebel gunboats were captured or driven off, the prize ram Tennessee forced to surrender, and the fort successfully attacked.

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